CYCLE NEWS®

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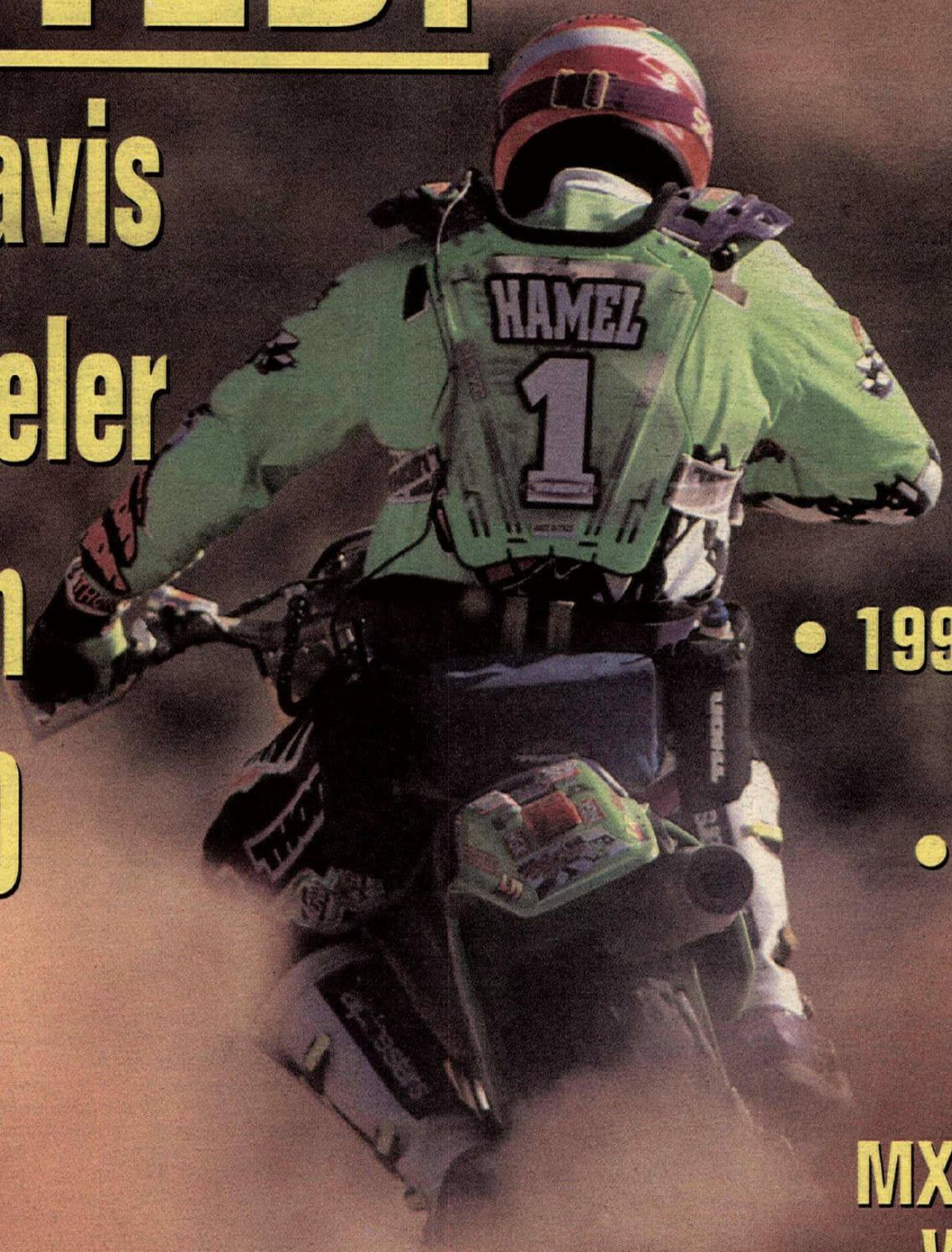
DUSTED!

Hamel, Davis and Roeseler win big in Baja 1000



TEST

- 1995 Honda CR500
- Gas Gas JT35

INTERVIEW

MXer Kevin Windham

SUPERCROSS

LaRocco wins in Paris

TIME DATED MATERIAL MAILED NOVEMBER 22, 1994

Scotsman **Steve Hislop** rode his Harris Yamaha YZR500 to victory in the Macau Grand Prix in Macau on November 19. Hislop finished first and third in the two-leg race held in the streets of Macau. **Mike Edwards** (Yam) finished second with **Phillip McCallen** (Yam) third. The top finishing American was **Glenn Szarek** (Yam), who finished eighth and fifth in the two legs.

Pedro Gonzalez (Kaw) was the winner at the Viceroy Supercross in Monterrey, Mexico, on November 12-13. **Larry Brooks** (Yam) was second ahead of **Lance Smail** (Hon). The previous week in Guadalajara, Brooks took the win over Smail and **David Pingree** (Kaw).

Jeromy Buehl (Suz) won both the 125 and 250cc classes on night two of the second round of the AMA National Arenacross Series in Peoria, Illinois, on November 18-19. **Greg Rand** (Suz) and **Jimmy Gaddis** (Kaw) went 2-3 in the 125cc class, while Gaddis and **Cliff Palmer** (Hon) filled out the podium in the quarter-liter division. The previous night, Gaddis won the 125cc class ahead of Palmer and **Chad Pederson** (Hon), while **Todd DeHoop** (Hon) topped the 250cc division in front of Palmer and **Jeff Curry** (Suz).

Phil Lawrence (Kaw) and **Lance Smail** (Hon) were the big winners at the November 18-19 Arenocross at the Reno Livestock Event Center in Reno, Nevada. On Friday night, Lawrence won the 125cc class ahead of **David Pingree** (Kaw) and **Mike Brown** (Hon); on Saturday, Lawrence again won, finishing ahead of Brown and **Greg Schnell** (Suz). In the 250cc class on Friday, Smail scored the win ahead of Brown and Lawrence, while on Saturday, Smail again sailed to victory over Schnell and Brown.

Off-road racer **Charles Halcomb** has been taken out of the intensive care unit and put into a private room at Sharps Memorial Hospital, in San Diego, California, where he is recovering from severe head injuries suffered in a crash at the Baja 1000. According to a friend of Halcomb's, off-road racer **Scot Harden**, he is improving but still goes in and out of consciousness. "He is doing better, but yesterday there was a small complication with a blood clot in his arm," said Harden. "But the doctors are already talking of his rehabilitation program. Charles will recover but it'll be a long road." A trust fund has been set up for Halcomb at Comerica Bank in Santa Cruz, California. Checks can be made payable to Charles Halcomb Trust Fund and mailed to 24 Bay Laurel Court, Scotts Valley, CA 95066. Cards and letters can be sent to Sharps Memorial Hospital, 7901 Frost Street, Room #671, San Diego, CA 92123.

According to WERA, road racer **Dale Quarterley** has been fined $1500 and placed on one-year probation for "blatant disregard of another competitor's safety," stemming from on-track altercations in the WERA F-USA final at Road Atlanta on October 30. Quarterley, who won the Road Atlanta round, was fined after WERA officials viewed the video footage of the final lap of the second leg of the F-USA race, a race which saw Quarterley and Michael Martin doing battle. "In addition to Quarterley applying physical contact, he forced an opponent off the track on Road Atlanta's high-speed back straight." WERA's press release concluded with "WERA will not tolerate a rider endangering another's safety at our events. Hopefully, from these actions, the message is clear - WERA will not allow this type of riding."

When contacted via telephone on Monday, November 21, **Dale Quarterley** said he had not yet been contacted by WERA regarding the fine and probation. "I would say that I will appeal," Quarterley said. "I didn't push him (Martin) off the track. I did push him across track. I knew the track kinked - that's why I pushed him out there. I figured he'd roll off and pull in behind me but instead he ran off the track."

Quarterley and **Team Mirage** have announced that the team will use Ducatis in the 1995 AMA U.S. Superbike National Championship and not Rob Muzzy-built Kawasakis. Quarterley says he likely won't get his new 916s until just prior to Daytona, but the team will again feature the Ninja Turtles. "Hopefully, the bikes will come in full race trim and then I'll rebuild them myself."

World Champion **Mick Doohan** was the second highest earning Australian sportsman in 1994. Doohan earned **$3.9 million** to finish behind only golfer Greg Norman, who topped the list at $12 million. Former Marlboro Yamaha and current Lucky Strike Suzuki rider **Daryl Beattie** is eighth on the list with 1994 earnings of $1.1 million. Basketball player Luc Longley, golfers Steve Elkington, Peter Senior, Wayne Grady and Ian Baker-Finch ranked higher than Beattie.

According to reports from Europe, negotiations between **Scott Russell** and the Ducati Promoter team have broken off after high-ranking officials from Kawasaki visited Bologna, Italy and told Ducati that they would not release the Georgian from his contract. Promoter has announced that they will get factory bikes from Ducati for U.S. Superbike National Champion **Troy Corser** and **Andreas Meklau** with the team to be managed by **Davide Tardozzi**.

It now seems as though World Superbike Champion **Carl Fogarty** will remain at Ducati for the 1995 season. Fogarty and **Mauro Lucchiari** will ride in the Virginio Ferrari-managed team and there's a chance that **Fabrizio Pirovano** will also receive factory bikes - for the AMA U.S. Superbike Series or the Open German National Championship.

Yamaha test rider **Yasutomo Nagai** now seems set to join the factory effort for the entire World Superbike Championship in 1995. The Japanese rider was penciled in to compete in the All-Japan Championship, but it now seems certain that he will join **Colin Edwards II** on the team which will be based at the Belgarda's, the Italian Yamaha importer, headquarters in Italy. **Paolo Casoli**, meanwhile, will likely ride A-kitted Yamahas prepared by Belgarda's Beppe Russo, the team's crew chief.

The AMA Board of Trustees has completed appointments to the board of directors of **Paradama**, the new subsidiary corporation established to take over management of all AMA professional racing functions. The board, chaired by Cary Agajanian, will consist of a total of five directors as provided for in the by-laws of the new corporation. The additional four directors named by the AMA Board of Trustees are **Russ Deane**, **Dave Despain**, **Carl Reynolds** and **Patricia DiPietro**. Deane, a lawyer, currently serves as council to the National Hot Rod Association (NHRA); Despain is best known for his work as a television commentator; Reynolds has served on the Board of Trustees since 1991 and has promoted motorcycle races; DiPietro has been on the AMA staff since 1976 and has served as the association's vice president of finance and administration since 1990.

Parker named AMA/MotoWorld Athlete of the Year

AMA Grand National Champion Scott Parker's naming as the AMA/MotoWorld Professional Athlete of the Year was the highlight of the AMA's 20th Annual Professional Racing Banquet and Awards Presentation on Saturday, November 19 at the Sheraton Hotel in Long Beach, California.

Scott and Wanda Parker

Parker (right), the sport's first five-time Grand National Champion, also became the first three-time recipient of the AMA/MotoWorld Professional Athlete of the Year Award. The 33-year-old Michigan racer has won a record 60 Grand National races since joining the AMA's Grand National circuit in 1979, including eight in 1994.

Parker was selected from among a strong group of nominees which also included Camel Supercross Champion Jeremy McGrath, AMA Superbike Champion Troy Corser, AMA 250cc National Motocross Champion Mike LaRocco, 125cc World Motocross Champion Bobby Moore and AMA 250cc Road Racing Champion Rich Oliver.

"When I won my fourth National Championship I said if I never won another one I'd be happy with the ones I got," said Parker, who was presented a check for $5000. "Then to come out and do something no one's ever done before is awesome."

The award presentation honored the champions of all major AMA racing series in 1994, and also featured the naming of two other special-award recipients.

Steve Morehead, the 20-year veteran of the Grand National Series and a three-time winner in 1994 at age 38, was named the AMA Professional Sportsman of the Year. And the late C.E. Altman, a guiding force in the sport of supercross who passed away early in 1994, was posthumously bestowed the AMA Goodwill Ambassador Award.

The AMA has announced that it will run **AMA 250cc Grand Prix heat races** during the Saturday portion of their AMA U.S. Superbike National Championship Series races. "One of the issues that was once again raised at the last road race promoters' meeting is the need for the AMA to assist in bringing more fans to the races on Saturday," said Tom Mueller, AMA vice president of Sports Marketing. "Although we currently provide 750cc Supersport and SuperTeams racing, we wanted to contribute more to the show. With our 250cc riders qualifying via two heat races, the AMA will showcase a popular class, and also add to Saturday's lineup." According to the AMA, 250cc Grand Prix Champion Rich Oliver was consulted on the issue.

Bruce Bober, the AMA's dirt track manager under sub-contractor status, has become a full-time employee of the association. Bober, 41, started working on the AMA dirt track program in 1981 as midwest tech inspector, and became the AMA's national tech inspector in 1987. He was named national dirt track manager following the completion of the 1992 season.

The Motoring Press Association will hold its annual awards banquet in San Francisco, California, on January 14, 1994. Nine individuals and organizations will be honored for their excellence in the 1994 racing season with AMA 250cc Grand Prix National Champion **Rich Oliver** heading the list of motorcycle winners. Oliver will be honored as being the outstanding performer by a motorcycle racer on pavement, while **Rodney Smith** will win the outstanding performer in a unique discipline award. Smith won both the National Hare Scrambles and National Reliability Championships in 1994.

According to reports from Australia, U.S.-based **International Management Group** will take over the management of the Australian Grand Prix at Eastern Creek Raceway near Sydney, beginning in 1995. The former promoter of the race, the Auto Cycle Union (ACU) of New South Wales, recently declared its insolvency with debts totalling $760,000 after losing some $400,000 on last year's Australian GP. "IMG will conduct the event and take the financial risks," NSW Sports Minister Chris Downy told the Sydney Daily Telegraph. "There will be no exposure to financial risk for the tax payers." In the past, the government has paid Dorna, the rights holder to the Grands Prix, some $2.5 million for the rights to the race. Downy said that IMG will take over the event on the same terms as the ACU.

Bridgestone Tire held a test session at Daytona International Speedway on November 18 in preparation for Camel Motorcycle Week on March 3-12. Though Tropical Storm Gordon shortened the test from two days to one, both riders and Bridgestone personnel called the test a success. "We managed to get two days' work done in one day," said Warren Dunham, a Bridgestone engineer. "We've got some of the

best teams in the world here with us and this is the best place in the world to test. If you run well here you know you've got a good tire." Among those participating in the test were the Erion Racing Hondas and the 1995 Honda CBR600 F-3, ridden by Takahito Mori. "I think it's the first time anyone has had the '95 Honda F-3 out," Erion said. "Without a doubt, it is much, much more competitive than the F-2 was. These guys are already down to pole qualifying pace. Right out of the box, the bike was competitive. It has a production rear shock and we've done absolutely no chassis setup, and it's already turning pole position lap times. Now we can take it home and work on it." Erion Racing also tested its championship-winning CBR900 endurance bike.

The **BMW Battle of the Legends** races, which feature former motorcycle racing champions competing aboard identically prepared BMW motorcycles, have taken on **Forbes, Inc.** as a series sponsor. Details of Forbes' involvement have yet to be formulated, but the publisher will have a major presence at each of the races in the series, according to BMW. The 1995 BMW Battle of the Legends racing schedule is as follows: March 6,7,10 - Daytona International Speedway, Daytona Beach, Florida; June 9-11 - Mallory Park, Leicestershire, England; July 21-23 - Mid Ohio Sports Car Course, Lexington, Ohio.

Attention dual sporters: District 37 Dual Sport Referee Paul Flanders reports that post entry positions will be available for the November 25-26 **Los Angeles - Barstow to Las Vegas National Dual Sport Ride**. Entries will be accepted at the ride's starting point, Dick Allen Motorcycles, in Newhall, California. The course will then traverse the San Gabriel mountains to the Cajon Pass, then on to Barstow. After Saturday's start form the Barstow Holiday Inn, the course will proceed past Charles Manson's hideout at Barker Ranch and through Death Valley, then on to Las Vegas. For more information call 818/249-2141.

Derek Keyes was the lucky winner of the Rochester Road Riders raffle, and will receive $1000 worth of leather goods from **Vanson Leathers**. The 14-year-old from Jacksonville, Florida, who recently started road racing a Honda RS125, will no longer have to wear his father's hand-me-down leathers.

Remember **Rhino Moto Skins**, the original full-body MX sidepanels? After encountering initial production problems, manufacturing of the panels has been taken over by Tru Tek, and pieces are in stock and ready to ship. Rhino Moto Skins can be contacted at 25672 Taladro Cir., #E, Mission Viejo, CA 92691, 800/474-4669.

Vintage Brakes, the classic bike Ferodo brake relining specialist, has been acquired by Michael Morse, of Sonora, California. The company will continue operation as usual, and can be contacted at 15069 Lupin Ln., Sonora, CA 95370, 209/533-4346.

The 1994 La Playa Motocross Grand Prix Series will conclude with the December 4 **La Playa Masters of Motocross**, held in the sand dunes of Rosarito Beach in Baja California, Mexico. The track will route racers up, down and around the sand dunes just south of Rosarito. For more information contact Too Much Fun Promotions at P.O. Box 120089, Chula Vista, CA 91912, 011/52-661-2-25-25.

The **Ride For Kids** motorcyclist fund raising program, which supports pediatric brain tumor research through leading cancer research institutions, has ended its season with another major increase in donations collected. In 1994, over $665,000 was raised by motorcyclists at the 12 major Ride For Kids events, with additional funds being raised at dealer-backed events across the country. The total amount of money raised since the inception of the program is now $2.6 million. Ride For Kids has also announced that the charity which conducts the program has changed its name from the Ride For Kids Foundation to the Pediatric Brain Tumor Foundation of the United States. The motorcycling events will continue to be named Ride For Kids.

Eddie Mulder Ltd. will be hosting a **dirt track practice day** on the half mile oval at Willow Springs International Raceway in Rosamond, California, on December 11. Gates will open at 10:00 a.m., with practice running from 12:00-4:00 p.m. No knobby tires will be allowed. Admission for riders is $25, while spectator entry and pit passes will cost $5. A barbecue pit will be available for anyone who wants to cook their own food. For more information contact the Eddie Mulder hotline at 818/719-9219.

The Los Ancionos M.C. has announced that they will not hold the infamous **Tecate 250k Enduro** in 1995. "We just don't have enough people, and the ones we do have are burned out," said club president Ray Abbott. "It's so much work to put on a quality event. We could have run the same trails as last year, but if we can't do it right, then we'd rather not do it at all." Abbott said that a two-day trail ride will probably be organized for April or May (when the enduro normally takes place), and that an enduro is being planned for 1996.

Dag Boyesen has signed with Yamaha of Camp Hill, a Pennsylvania dealership, to contest Yamaha YZ250s in the 1995 U.S. Supercross and AMA 250cc National Motocross Series in 1995.

Jeremy McGrath has been announced as the winner of the 1994 Mickey Thompson Award of Excellence, as voted on by the readers of *Cycle News*. The annual award is presented in memory of the late Mickey Thompson, and recognizes the supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on- and off-track contributions for the positive growth of the sport.

FMF Racing will be on hand at the Florida Winter Mini Olympics with their new **Race Support** tractor-trailer. The Race Support team will be providing suspension and tuning services, and will be giving demos for their Gold Series pipes and Power Core silencers as well. For more information contact FMF Racing at 310/539-6884.

MOVED: FMF Racing, to 25930 Belle Port Ave., Harbor City, CA 90710. The phone numbers remain the same; 310/539-6884 and FAX 310/539-6650.

MOVED: Supertrapp and Kerker, the aftermarket motorcycle exhaust manufacturers, to 4540 W. 160th St., Cleveland, OH 44135, 216/265-8400, FAX 216/265-0130.

CORRECTION: Last week we printed an adjusted schedule for the airing of the final rounds of the AMA Grand National Championship and the 125cc National MX Series. The shows will be aired on ESPN2, not ESPN. CN

AMA, SX Promoters come to terms

The AMA and the producers of the United States Supercross Series (Mickey Thompson Entertainment Group, Pace Supersports, and SRO Motorsports) have signed a five-year agreement that will extend AMA sanction of the series through the 1999 season.

A 15-race schedule for 1995 was also announced, including 14 events promoted by the U.S. Supercross Series producers plus the traditional event promoted by International Speedway Corporation at Daytona International Speedway.

The races produced by MTEG, Pace and SRO will all be broadcast by ESPN on a tape-delayed basis, and The Nashville Network will again provide coverage of the Daytona Supercross.

Cary Agajanian, the newly appointed chairman of the board of Paradama, a wholly held subsidiary of the AMA doing business as AMA Pro Racing, played an integral role in bringing a successful conclusion to the 11 months of negotiations between the AMA and Supercross producers. The five-year agreement represents the first multi-year sanctioning agreement in the 22-year history of the series, something Agajanian sees as a first step in taking the sport of supercross to the next level in motorsports.

"This agreement has strengthened the relationship between the AMA and the supercross producers, and brings extended stability to the sport," said Agajanian. "Supercross is one of the fastest-growing forms of motorsport, and through our combined efforts I feel we can advance the sport to new levels."

Under the terms of the agreement, PM Communications of Sacramento, California, will administer the U.S. Supercross Series' Contingency Awards program in 1995.

The AMA will handle all sanctioning duties of the series, including licensing, rule-making, rule-enforcing, scoring and insurance. American/International Racing, the recently organized association made up of the three promoters to sanction the series, will continue to exist, but for a different purpose.

"Our role has changed," said Roy Janson, formerly the professional racing director for the AMA and recently the executive director for AIR. "AIR's main function will be to help coordinate the three different producers, assuring consistency throughout the series. In addition, we will work towards more long-term goals for the series. My title is now series coordinator."

1995 U.S. Supercross Series

January 14	Citrus Bowl	Orlando, Florida
January 21	Metrodome	Minneapolis, Minnesota
January 28	Anaheim Stadium	Anaheim, California
February 4	The Kingdome	Seattle, Washington
February 11	Jack Murphy Stadium	San Diego, California
February 25	Georgia Dome	Atlanta, Georgia
March 11	Daytona International Speedway	Daytona Beach, Florida
March 18	RCA Dome	Indianapolis, Indiana
March 25	Houston Astrodome	Houston, Texas
April 8	Silverdome	Pontiac, Michigan
April 22	Memorial Stadium	Charlotte, North Carolina
April 29	Texas Stadium	Irving, Texas
May 20	Cleveland Stadium	Cleveland, Ohio
June 3	Mile High Stadium	Denver, Colorado
June 10	Sam Boyd Silver Bowl	Las Vegas, Nevada

Flaming big rig

With the purchase of this 48-foot Matlock custom trailer, FMF has joined the ranks of Team Kawasaki, Team Yamaha, Team SplitFire/Pro Circuit and several other motorcycle-oriented companies with fifth-wheel or semi transporters. The trailer is divided into three areas, including a hospitality suite, a full workshop (with complete facilities for suspension, engine and exhaust work), and a product display area. The air-conditioned living quarters feature couches, a shower, microwave, stereo and TV/VCR. The trailer, which will be driven by Bob Booth, is painted bright red and customized with racing flames.

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VOICES
Letters to the editor

Trials fan

Thanks for the interview with Dougie Lampkin. He certainly was one of the more interesting riders at the U.S. round at Donner Pass. Is there any videotape available of recent World Rounds? I just bought "This is Motorcycle Trials," and am eager for more footage to use in promoting this aspect of the sport to friends and acquaintances.

Robert G. Huenemann
La Honda, CA

Unfortunately, videotapes of each and every '94 World Round are not readily available in the U.S., but several selected titles can be had through Moto Zenkai, the same company that imports the "Top 5 Training" tape, which features, Jordi Tarres, Diego Bosis, Tommi Ahvala, Donato Miglio and Bruno Camozzi at play. Moto Zenkai may be reached at 11826 Rialto St., Sun Valley, CA 91352, 818/771-0977... Editor.

And another

I'm a trials rider - you know, one of those funny guys who go slow over rocks - or so most people think. If they subscribed to *Cycle News*, they would realize that trials today is very different from days gone by. Your coverage of World Rounds, Nationals and local events is fantastic. I especially like the up-to-the-minute World Round reports and the little tidbits of information about the riders you are able to throw in. Keep up this level of coverage and journalism, and you've got yourself a subscriber for life.

Peter A. Croft
Huntington Beach, CA

Cool, brah

Outstanding! I would like to commend *Cycle News* on the accuracy of the report you gave regarding Doug Henry in the "In the Wind" section of the September 28 issue. It stated that Henry was going to come to Hawaii and learn to surf with Sunny Garcia, and in turn teach Sunny how to ride. My friends and I read the issue and thought it really wouldn't happen. It was quite a surprise to us all when he arrived at the track on October 29 with Garcia. We don't have the opportunity to see the pros ride because of our isolation in the Pacific. What was cool about the whole thing is that Doug is a good person and a true ambassador to the sport. He signed plenty of autographs, took pictures, and took time to just talk with anyone who wanted to ask questions. Doug is the only pro motocrosser I've ever met up close and I just hope all the other pros are just as cool. I just wish I didn't have a broken leg, so I could have turned some laps with him.

James R. Cullen Jr.
Honolulu, HI

Six Days afterthoughts

The Tulsa Trailriders and friends did not know a lot about how to deal with the thousands of spectators, and it showed. We did not know much about dealing with the press and they have let the world know.

But there is one thing that we do know how to do - and with the help of many - we put on one hell of an enduro! Each and every rider that we have heard from praised the event. LeRoy Winters said this was the best organized Six Days he has attended. He said John Penton expressed the same opinion. Bill Baird of the AMA Congress, and an all-time Alligator Enduro great, said it was well done. The riders' opinions are what count with us, and from that perspective it appears an outstanding job was done by all.

This is for all those spectators that came and were disappointed: The Tulsa Trialriders and our friends are enduro riders first and foremost. Nearly all of our concentration went into this aspect of the ISDE. If we had it to do over again, I'm not sure how we could have done it differently. How could we turn several thousand people loose on 30,000 acres of private property that we do not own, but have assumed the responsibility for? How would they get around? In private vehicles, or on motorcycles? Can you imagine the traffic on the gravel roads, or the bikes in the way on the trails?

How about the opening ceremony? Well, like I said, we ride enduros and sometimes do not give the window dressing the consideration it's due. While I was not able to make it to the opening ceremony, I heard some people say they liked it better than Holland or Sweden. I did not see Sweden's, but I did see Holland's, and was not impressed.

Most of the criticism has come from those who are under the impression that we had excess funds to work with. We did not! We received zero from the AMA, FIM, and the governments. $18,000 is set aside for the host club by the FIM, but it goes through the AMA first. Apparently, this money is not going to make it to the Tulsa Trail Riders. It is going to be very close, financially.

Allow me to close by stating that with the volunteers' help, we held the ultimate enduro and the ones that count - the riders - loved it. We had not one full-time person working on this event. It was done with 100% volunteer effort, and it was well done!

Skip Seal
Tulsa, OK

Thanks from the champ

To the people who made it possible for me to win my third National Championship, it has been one of the best years in racing I have ever had, and I feel that I owe everyone a great deal of appreciation. I want to thank KTM Sportmotorcycle, KRW Cycle, MSR, Arai, Tsubaki, EBC, Duralube, FMF, Smith, PowerBar, Bridgestone, Wiseco, Sprocket Plus, KK Cycle Supply, Ceet, Renthal, Acerbis, Twin Air, Pro Choice, Enduro Engineering, Tech Tubes, Motion Pro and Link. Also, thanks to MotoWorld and *Cycle News* for all the great coverage of the Grand National Cross Country Series. I want to thank my fans and pit crew that gave me the encouragement and support to come out ahead of the best off-road racers in the U.S. One other group of people who deserve a thanks is the Coombs family, for having the greatest off-road series. It was good to see Rita back with us at the races. I and all the racers will miss one of America's greatest quad racers. Go on forever #2.

Scott Plessinger
Hamilton, OH

Rita Coombs, who with her family promotes the GNCC series, is recovering well from a serious illness. Bob Sloan was killed in an ATV race promoted by the Coombs family...Editor

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ON THE FRONT COVER

This was all the competition saw of Danny Hamel at the Baja 1000. See page 6 for complete race coverage. Photo by Kinney Jones.

Kawasaki

TEAM GREEN

GCT-NGV

Results

SCORE Baja 1000
Mexicali, Baja, Mexico
November 12, 1994

Larry Roeseler/Danny Hamel/Ty Davis	1st Overall*
Larry Roeseler/Danny Hamel/Ty Davis	1st Class 22
Paul Krause/Ted Hunnicutt/Craig Smith	2nd Class 22
Davide Trolli/Danny LaPorte/Alain Olivier/Scott Morris	3rd Class 22
Jason Kawell/Steve Hengeveld/John Braasch	1st Class 21
Chris Haines/Scott Forward/Jack Johnson	1st Class 40

* Beat all trucks, rabbits, airplanes, *anything*. As usual.

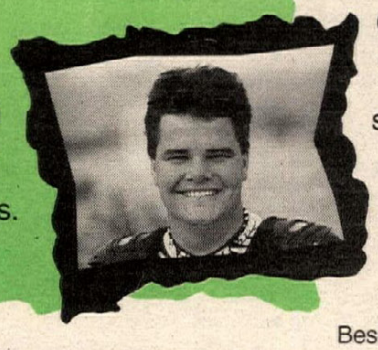
AMA National Championship
Hare & Hound Series
Lucerne Valley, CA
October 23, 1994

Danny Hamel	1st Overall
Ty Davis	2nd Overall
Larry Roeseler	3rd Overall
Ted Hunnicutt	4th Overall
Quint Betts	1st 125 Expert
Ken Harman	2nd 125 Expert
Bill Maxim	1st Over 40 Expert

Kawasaki takes the Baja 1000 by STORM.

Hamel hammers Hare & Hound.

We're talking fourth championship in a row. Danny Hamel is so hot, he was announced the winner even before the final race began, since he already had four first place finishes in the series. His only competition was from his Teammate Ty Davis, who won the fifth race and took second in the other four. So in the series, the only neck 'n neck racing for the championship was between Kawasaki riders. Hey, better luck next time guys. (Yeah, right.)



When it comes to winning a race, Larry Roeseler, Danny Hamel and Ty Davis would never let a little weather get in their way. On their Kawasaki KX500 these Team Green pros braved a rainstorm, fog, heavy windblown dust and lots of serious mud to beat out all other entries and win the 1994 Baja 1000 offroad race overall. So what else is new. This is the seventh consecutive Baja 1000 win for Kawasaki. All in all Kawasaki crushed the competition, finishing first in four other classes. Let's face it, Team Green reigns, even in the rain.

What it means to be Green

Besides their winning bikes, Kawasaki riders share other green commodities – cash and track-side support. In addition to putting up more than $2.6 million in contingency money, Team Green™ provides Off-Road Racing an Amateur Motocross rider support, track-side technical service and emergency track-side parts support at over 300 events per year. For details, see your local participating Team Green dealer.

Kawasaki

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Damage Control

By Anne Van Beveren
Photos by Tom Van Beveren and Kinney Jones

MEXICALI, BAJA CALIFORNIA, MEXICO, NOV. 11-12

The Baja 1000 has earned a reputation as one of the toughest events on the racing calendar but this year it exceeded even the worst expectations.

Last-minute changes in the race's format made for confused riders dashing all over Mexicali, trying to get into position for the start. Spectator-built booby traps took one rider after another down in the first 100 miles and may be responsible for leaving a top Honda rider hospitalized with head injuries. Mechanical problems plagued everyone from the top Pro contenders to competitors in the Sportsman's class. And late-in-the-day rain made after-dark racing cold and miserable and left dry lakes near the end of the 620-mile course all but impassable.

It was enough to wipe the smile and optimism off even Danny Hamel's face for a while, but when the checkered flag finally fell, the smile started to come back.

After more than 10 hours of touch-and-go racing, Hamel had led the winning charge for the third year in a row. Teammate Ty Davis took his second Baja 1000 win in a row, while Larry Roeseler, the third man on the winning team, racked up his 10th overall victory in what he said would be his last Baja 1000 on Kawasaki's "A" team.

"This is number 10 for me and I'm done, as far as riding on the A team with Danny and Ty goes, anyway," said Roeseler. "If I ride this again, I will ride for fun - maybe Class 30 to La Paz solo or something stupid, but I'll move aside to let these guys keep on winning."

The race was much more intense than the team's 21-minute margin suggested, and Hamel shook his head in disbelief as he looked back on the mechanical problems that had turned the 10-hour, 20-minute race into one of the longest journeys he has ever made on a motorcycle.

"To have the number of problems we had and to be still leading is incredible - it's incredibly lucky," said Hamel. "It says a lot for the support that Kawasaki has down here that they can make split-second decisions and make everything work together so great. There were so many times when I thought we weren't going to be able to pull this off."

The 27th Annual Baja 1000, which was sponsored by The Southern California Ford Dealers and Tecate beer, consisted of a 619.7-mile loop that began and ended in downtown Mexicali.

The motorcycles were scheduled to leave the ceremonial start outside the Holiday Inn Crown Plaza at 6:00 a.m. but nobody seemed to know exactly where or when the racing would begin.

The racers had originally been told they would start with a parade section that would take them down the pavement to a timed start at the 16-kilometer mark. But somewhere along the line, the rules changed.

"The race was timed right from the beginning - right from the middle of town," said Class 30 contender Rex Staten. "Some people heard about it at 10:30 p.m. (the night before the race) but most heard about it on the radios as they were going down to the 16-kilometer mark. It was a real mess and they had everybody confused. Most people had sent their pit crews down to where we turned off the pavement, and it was too late to do anything about it."

The confusion took a huge toll on Kawasaki's "Team Euro," which consisted of Italian Davide Trolli, Frenchman Alain Olivier, temporary French resident Danny LaPorte and Scott Morris, who was called in a week before the race to take over for Trolli after the rider of record crashed during prerunning and added to a spate of recent injuries. To comply with SCORE's rules, Trolli had to be on the bike when the race began, so he planned to cruise the first 16 kilometers then hand the team's KX500 to LaPorte for the timed start.

But when the opening section changed from a 30-minute transit section to a full-on sprint with only 10 minutes' warning, LaPorte did not have time to make the connection.

"I can't believe it. Everything happens to me," said Trolli, who had slipped his boots on over a pair of short socks and had borrowed a helmet for what he thought was a going to be a 10-minute trip. "I get to the end of the pavement and I'm looking around. Where's the second rider? I wait for a few seconds and there is nobody. I think maybe he is one mile down the dirt rode. I ride one mile, then one more, then I ride 150 miles."

Despite the pain of an injured shoulder and the handicap of never having pre-run the opening section, Trolli managed to hold his own fairly well. "It was a really fast section and I knew I was losing time. It was stupid to throw away the race like this," said Trolli.

But Team Euro's problems were minor compared to the disasters that some of the other teams encountered in the early going. One of the two Honda entries was down for the count before it even reached the outskirts of town.

"The ignition went out after 5 kilometers. There was no spark at all," said Johnny Campbell, who was leading off for Jeff Capt and Drey Dircks aboard the factory-backed XR628R. "By the time we got the chase truck in with what we needed to fix it, we lost about an hour."

Steve Hengeveld (shown), Jason Kawell and John Braasch teamed up to win the 250cc class, finishing third overall.

Charles Halcomb, aboard the other Honda entry, had a close call in the tricky right-hander that took the racers off the pavement and onto the dirt at the 16-kilometer mark. There were some tense moments for spectators when Halcomb headed into the corner locked up and sliding, and even more tense moments just two riders later when John Flores laid his KX500 down and raised sparks all the way down the last 50 yards of pavement. Flores was back on his wheels in no time flat, taking no time out to check for injuries to himself or the bike.

But the worst injuries of the day came near the 75-mile mark when Halcomb crashed hard. Trolli found the Honda racer unconscious by the side of the course.

"The Mexican people made a square step and he hit it," Trolli explained. "He was not okay. He was lying there and it was so scary. I tried to use his radio but it was smashed into a thousand pieces, so I had to ride to get help."

SCORE officials reported that an ambulance reached Halcomb in 16 minutes and he was helicoptered to Mexicali Americana Hospital soon after. He was air-lifted to San Diego's Sharp Memorial Hospital in the afternoon with suspected injuries to his head, shoulder and ribs.

Injuries ruined the day for Over-30 hopeful Eric Wolfe, who was out with a broken femur less than three hours into the race, but Over-30 classmate Rex Staten got his injuries early enough to plan around them. Kawasaki-backed Staten,

who broke his hand two weeks before the Baja 1000, cut off his cast and rode the opening section to retain his Rider of Record status. But his blistering pace on the pavement was wasted when the KX500 he shared with Dan Worley, Earl Roberts and Craig Adams broke a piston just 20 miles into the course.

"As it turns out, Rex - our injured rider - ended up riding the majority of the distance that we went," said Worley. "You know it's a bad day when that happens."

First off the line, Roeseler worked hard to put time on the rest of the field as he raced south along the pavement, headed northwest to the upper tip of the course at Checkpoint 1 and then turned south again for the long run to Kawasaki's first rider change at Tres Pozos.

The team's "get out in front and hold the lead all day" plan looked promising as Hamel swung his leg over the KX500 for the first time, but hope turned to despair just a few minutes later. "The bike started running badly about 12 miles after I got on it," said Hamel. "It wouldn't run wide open and that's critical in a race like this. I should've been lying on the tank going for it and instead, I was in third gear and couldn't even change into fourth."

Hamel still had the physical lead when he pulled into the double pit at Borrego for the first time, but he knew his lead wouldn't last long without some speedy repairs. With his pit crew doing little more than looking on, Hamel went down on his knees beside the bike, removed the Kawasaki's carburetor, installed a replacement and disappeared back onto the course in four minutes flat. Kawasaki's chase helicopter, which had dropped team manager Mark Johnson in to supervise the repairs, took off with Hamel and continued to follow the lead bike as it made its way around the course.

Second overall at Borrego, seven minutes behind on adjusted time, was Kawasaki's "B" team - the trio of Paul Krause, Ted Hunnicutt and Craig Smith, and Kawasaki's "Team Euro" powered through in third.

The race was already starting to get complicated for the Honda CR250 team of Tim Morton, Brent Blount and Brian Schmuckle, who dashed through Borrego in fourth, four minutes ahead of Class 21 rivals Jason Kawell, Steve Hengeveld and John Braasch, who were mounted on a KX250.

"Our second pit was in the wrong place - it was supposed to be at milemarker 100 but it was 15 miles further on," said Morton, who had to bum gas from a Kawasaki pit to make the distance. "And then nobody showed up to take over for the mini summit (on the Borrego-to-Borrego inner loop)."

John Flores, who was scheduled to ride the short interior loop, broke down while starting for an open class entry and couldn't reach Borrego in time to take over from Morton, who had to continue racing into unfamiliar territory.

"I'd never done the mini summit before - not even prerunning, but it went okay. I only had my head in the ground once," said Morton, who went over the bars on the downhill side of the summit. "Normally I blame my partners for all the crashes but this time I'm going to have to take credit for some of them myself."

The 250cc entry of Tex Mitchell, Fred Willert, Jeff Martinez and Darin Sanford lost time looking for their second pit, which was also positioned 15 miles too far down the course. "I had to bum gas off the Honda guys. They had no mixed gas so I ran straight gas and tipped some motor oil in it," said Martinez, who was aboard the team's YZ250.

By the time Hamel returned to Borrego at the end of the mini summit loop his KX500 was running worse than ever. The Krause/Hunnicutt/Smith team had shaved four minutes off the lead bike's safety margin and the 22-year-old pilot had lost his characteristic smile.

"My bike is running so bad. Yeah we're still in the lead, but for how long?" said Hamel. "We put a new carb on, a smaller main jet and a new spark plug and it still won't run wide open. How much of the course is wide open? Try all of it."

Krause reported smooth sailing for the second-placed Kawasaki as it began the long drag race south across Diablo Dry Lake, through Morelia Junction and across the Matomi Wash to San Felipe, and the Trolli/Morris/Olivier/LaPorte team looked strong in third, although third on adjusted time had been grabbed by the Class 21 Honda of Morton, Blount and Schmuckle.

Kawell's KX250 powered through Borrego fourth, equal with Team Euro on adjusted time, ahead of the rival Mitchell/Willert/Martinez/Sanford YZ250. Japan's best enduro rider, Masami Ishii, who was teamed with Tomomasa Yoshiwara, was seven minutes ahead of Class 40 rivals Chris Haines, Scott Forward and Jack Johnson in seventh overall.

"We had a pretty good race going with the Japanese team," said Forward. "What made the difference was that our bike was flawless and everyone rode really smooth and did their job all day."

Jason Tuck and Mark Green were out in front in the two-team 125cc Pro race, while the Class 50 race - trimmed to three teams when the Al Perrett/Art More Husky bit the dust in the very early going - was way too close to call.

Out in front, a rider change at the end of the Borrego mini loop put Davis aboard the number-one KX500 for the dash south and it was one nightmare after another as the miles spluttered by. Kawasaki changed a muffler at one pit and changed the bike's reed assembly at the next pit.

"Nothing we did made any difference and eventually they told me, 'You're on your own,'" said Davis. "By that stage we knew it was the ignition but I had to make it all the way around the bottom loop the way it was because they had no new ignition to put in it. I was afraid the bike was going to blow up at any second - that it'd go, 'Blip, blip,' and that'd be it."

The team's lead dwindled as the southerly loop wore on. They changed a tire in San Felipe but opted to leave the ignition change until Campo Don Abel, just before the grueling run up the infamous beach whoops.

Kawasaki's mechanics assembled at the point where the trail crossed Highway 5 a few miles north of San Felipe, and laid out their tools alongside the road. When the bike appeared, seven pairs of hands went to work and the ignition swap was completed in five minutes and 18 seconds.

Stopwatches clicked on as the Kawasaki helicopter lifted off to follow Hamel, who still had the physical lead, and Kawasaki's pit crew turned its attention to one of the chase vans, which had gotten stuck in the sand in the rush to set up the makeshift pit.

Everyone expected Kawasaki's "B" team to be dangerously close on elapsed time but when the bike appeared three minutes behind the leader, it was obvious that Team Green's second entry was having trouble of its own.

Ignition troubles slowed the Paul Krause, Ted Hunnicutt and Craig Smith team. Despite changing the ignition twice, the team finished second overall.

"It's popping really badly; it'll hardly run and there's just no power," reported Hunnicutt, who had nursed the ailing bike all the way from the end of the Matomi Wash. "We need an ignition, too."

A second ignition was not available at the wayside pit, so Krause was forced to ride 35 miles of whoops before Kawasaki made its second ignition change of the day and found out that practice does not always make perfect. "We had some assembly problems. We were scrambling a bit and the stator got put on wrong," said Hunnicutt, who watched 20 minutes tick by before the bike was ready to hit the trail. "The race had been pretty close up till then but it took us 20 minutes to their five to change the ignition and that blew it wide open."

Team Euro made it three for three with engine problems when it stopped to replace a head gasket coming out of San Felipe. "It was blowing out white smoke and you could see water coming out where the head gasket was blown," said Morris. "We argued about for 10 minutes about whether to do it and where to do it."

And while teams two and three struggled through the whoops and fought to remedy their mechanical problems, Hamel was making up for lost time. "It was the first time since I had started riding it that the bike was perfect. It ran great and, when I got off the beach, I had the first pit all day that I could just get gas and go," said Hamel. "I was so happy. I wiped the frown off my face."

The frowns were also starting to disappear from the faces of Kawell, Hengeveld and Braasch, who were working on a lead in the 250cc division despite a rash of problems. "I caught one of those booby traps this morning - they'd dug a big hole and piled the sand up," said Kawell. "You drop into the hole and it kicks your back end up and over the mound."

"It didn't stop there, either," said Braasch. "We had all sorts of things go wrong; we broke a swingarm bolt and we lost our steering stabilizer and broke the mount on the stabilizer, too."

Mother Nature decided to enter the race around 1:30 p.m., when dark, threatening clouds that had rolled in from the north finally started dropping rain on the in-bound riders. The rain turned from light sprinkles to a steady drizzle by 3 p.m. and the "same old, same old" Baja 1000 course took on a new personality.

"The course is pretty chewed-up and when it gets wet, the sand gets packed. It gets bumpier and the rocks stick up a little higher. It's actually scarier than when it's dry," said Roeseler.

As the racers continued north, the rain became more and more of a factor, and by the time some of the later riders reached Laguna Salada, where it had been raining most of the day, the dry lake was anything but dry.

"The lake beds were under water - it was a nightmare," said Mike Barnhill, who rode the northerly section for Brian Free, Dennis Green and Tim Lawyer (leaders of the Sportsman's division for most of the day. "I'm doing 80 on the lake bed and all of a sudden the rear end starts passing the front. It was insane. There was no road to look at, just a patch of dirt every now and then sticking out of the water, and you're going across there with no goggles, leaning way over the handlebars because you can't see a thing. It was horrible, but yes, of course I'd do it again."

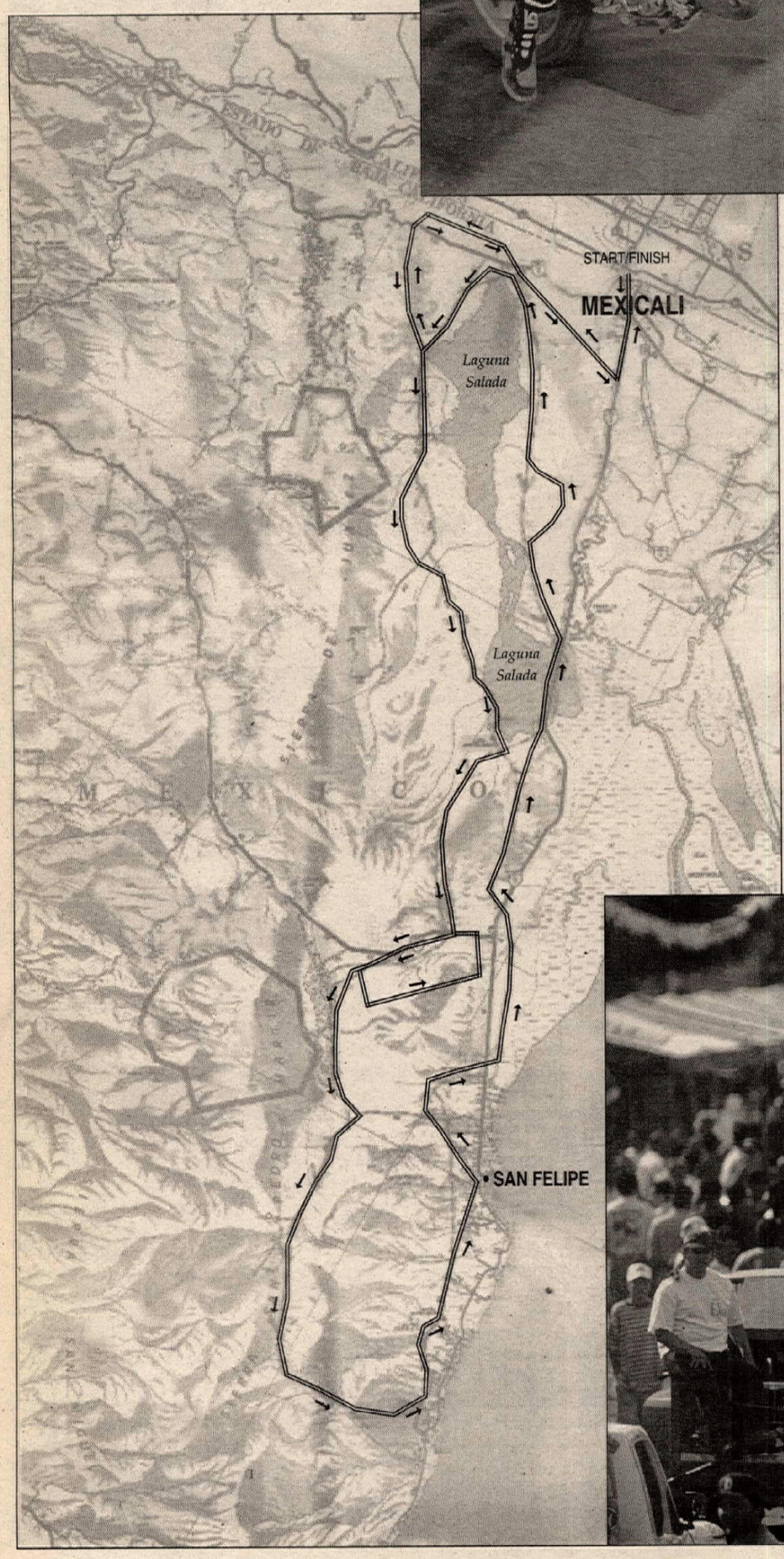
Mexicali, Baja California

The race course joined Highway 5 for a sprint up the pavement shortly after the rain began, and short sections of road construction forced the northbound riders to go head-to-head with oncoming traffic in a single lane. "I got stuck with that section and, when I got onto the pavement, I just took it easy," said Morris, who took over from LaPorte at the end of the beach whoops. "The people that were swerving around the bits they were fixing were worrying me, and they weren't directing traffic at all on that section."

Hamel completed the "playing chicken" section without incident but he had some worrying moments when he hit Kawasaki's next pit. "At Kilometer 70 we noticed we had an oil leak," said Hamel. "It turned out to be the glass inspection window on the side case. It was barely weeping, which was no big deal, so we duct taped the leak and changed the inspection window 37 miles further on when (Roeseler) got on the bike."

When Roeseler took over for the dash to the finish he had a comfortable 20-minute lead. The only rivals he was really racing were darkness and rain, and the two had much more impact on racers further back in the pack - like Over-30 class leaders Victor Lujan, Dave Donatoni and Mike McDonald, who rode an XR600R. Their team had lost an hour early in the race when Lujan got a rear flat and had to ride 50 miles on the rim to reach the team's first pit.

"How much rain did we see? How about how much snow and ice?" said



(Above) Nevada Rally winner Alain Olivier joined forces with Davide Trolli, Scott Morris and Danny LaPorte to finish fifth overall and third in the Open class. (Left) This year's course was 619.70 miles long. (Right) Winner Danny Hamel, along with teammates Ty Davis and Larry Roeseler, completed the race in 10 hours, 20 minutes and 47 seconds, averaging 59.896 mph. (Below) For the second year in a row, the start of the Baja 1000 was staged in Mexicali.

Donatoni, who rode 250 miles in the rain all the way from San Felipe. "I had hail coming across one of the lake beds. There were big chunks of hail like ice cubes falling out of the sky."

Despite heavy showers of rain, a chill in the air and the growing dark, the Baja 1000 was still a hit with the locals, and a crowd of spectators that would grow to more than 2000 as the evening wore on had started to gather by the time the racers neared the end of their 620-mile adventure.

Finish times were recorded on the outskirts of town and each rider was then led through the dark, wet streets to the ceremonial finish outside the Holiday Inn Crown Plaza by a police escort. A cheer went up as flashing police lights heralded the arrival of the first bike and the ceremonial checkered flag dropped for Roeseler just before 5:00 p.m.

"Coming down that last road, it makes you feel pretty touched inside, knowing you're going to make it. It's an awesome feeling and, even with all the years I've done this, it doesn't become run of the mill by any means," said Roeseler, who brought the Kawasaki KX500 home with a total elapsed time of 10 hours and 20 minutes, and an average speed of 59.98 miles per hour.

"Mexico is a tough place to race. There are so many things out of our control - you can see that in the way (Halcomb) got hurt," said Roeseler. "I've done this for more than 20 years. I'm happy with another win but at the same time I think it's about time to slow down a bit."

For Hamel, the finish seemed to come almost too soon. "The day went by so quick, it was incredible. It was like, 'Boom,' and it's over," he said. "Normally you run into the night and it's really, really long and stressful. Today was plenty stressful but it wasn't as long as a normal Baja 1000."

The race was plenty long enough for Craig Smith, who brought the "B" team Kawasaki home in second, 21 minutes behind the winners. "I'm cold," said Smith, whose riding gear was soaked through. "It rained all the way in my last section. The lake bed was way slippery and the suspension was a little bit faded, but other than that the bike worked good."

Hunnicutt was philosophical about his team's second-place finish, saying, "I think they had the lead on time most of the way. We might've had it at Morelia Junction and we had 20 seconds on them right off the start. It was close all day. They had their problems early and let us stay really close. We got ours late and we couldn't make up the time."

LaPorte did some impressive catching up in the last section of the course and passed the 250cc class leader, but when the finish times were tallied, the privateer Kawasaki team of Kawell/Hengeveld/Braasch took third overall three minutes ahead of the Trolli/Morris/Olivier/LaPorte factory racer. And second in the 250cc division - the CR250 piloted by Morton, Blount and Schmuckle - shunted the Trolli mount back into fourth overall by 45 seconds.

Kawell waited for his winning entry to cross the finish line and then went to get stitches in a bad cut above his eye. "I got off near Oasis coming back to the finish. I hit a rock and went over and cut my eye really bad," said Kawell. "I've been down twice today. I haven't had a good day but it's worth it when you win."

Braasch, who rode the final section for the Kawell team, was having eye problems of his own. "I took my goggles off five miles after I got on the bike for a 150-mile section - it was raining so bad and there was so much mud coming up from the front tire you couldn't keep them clean," said Braasch. "My eyes are burning so bad. I just knew I wasn't going to make it in. I was thinking, 'I'm going to die out here.'"

Tim Morton, who led the CR250 team to second in class, was disappointed that he didn't get the full 1000-mile version of the Baja 1000. "I wasn't looking forward to it being so short, but the way we had the weather, that made it a real Baja race," said Morton. "It rained on us for the last 140 miles and that made it a little more miserable, which is the way Baja's supposed to be."

Sixth overall was claimed by Over 40 racers Chris Haines, Scott Forward and Jack Johnson on a four-stroke Kawasaki KLX, and the Capt/Campbell/Dircks Honda completed its one-disaster-after-another trip to claim seventh. "We lost our ignition right off the start, which left us way back in the dust behind all the quads, and we never really came back from that," said Campbell. "We had minor problems throughout the day as well. We went through two mufflers and had one crash. And the rain made things interesting. On the roads - the parts with clay - it was like cake icing it was so slippery."

The crowd got rowdy as it waited for the widely spaced finishers to arrive. By 8:00, with only seven bikes across the finish line in three hours, the spectators were singing like English soccer fans and a very soggy Tecate chicken - the sponsoring beer's mascot - was organizing a ragged version of the wave up and down the rain-soaked bleachers.

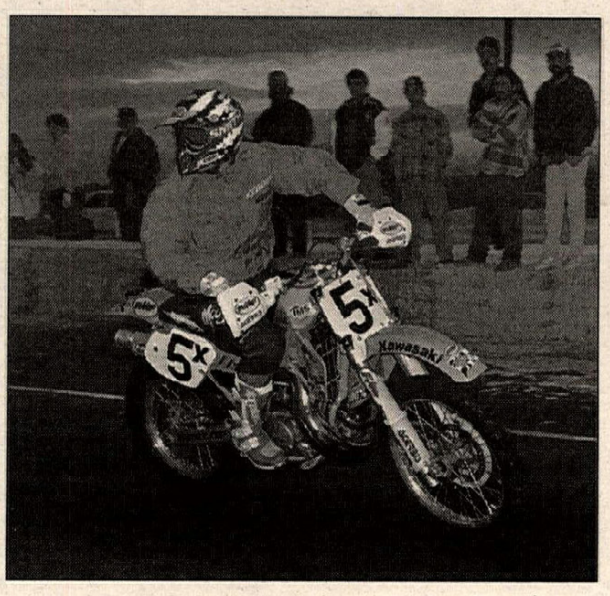
The crowd got even more lively when the first four-wheeled entry crossed the finish and motorcycle enthusiasts showed a spark of interest when ex-desert racer Dan Smith's co-driver took the overall four-wheel win just before 9:00 p.m.

The first Japanese racers to cross the finish were Masami Ishii and Tomomasa Yoshiwara in seventh overall, and the Mexican entry of Beto Verber, Charles Busey, Rogelio Brambilla and Oscar Garcia finished a trouble-free circuit of the course in eighth.

Steve Cole brought the KX500 he shared with Jeff Sheets, Jim O'Neal, Keith O'Neal and Chuck Dempsey across the ceremonial finish line in the back of a pickup to claim ninth overall. "I have no idea who this guy is," said Cole, pointing to the driver of the Mexican-registered truck. "I broke down just after I crossed the (timed) finish and he just picked me up. All the teeth came off the rear sprocket and it gave up the ghost."

Dave Donatoni brought the first Over-30 entry - the Baja Bar/American Honda-backed Honda he shared with Victor Lujan and Mike McDonald - home at 9:30 p.m. with a total elapsed time of just under 15 hours. Jim Moore and Bill Nichols topped the competitive Over-50 racers by an hour in 17 hours and 12 minutes, and Jason Tuck and Mark Green completed the course four and a half hours ahead of the only other competition in the 125cc division, in 19 hours.

The proudest finishers of the night were Mike Barnhill, Brian Free, Dennis Green and Tim Lawyer, who overalled the Sportsman's division in 19th overall in their first crack at the Baja 1000. "We ran out of gas twice because the air filter was clogging up and we rode in the dark for five hours, but we still beat a lot of the Pros. That's pretty good for a first-time effort with no big factory support. It feels pretty good," said Barnhill. CN



(Above) For the second year in a row, Ty Davis was a member of the winning team. (Left) Davide Trolli desperately looks over his shoulder, trying to find teammate Danny LaPorte. The injured Trolli was supposed to ride just the first few miles then hand off the bike to LaPorte. The two never connected until 150 miles later.

Ford/Tecate SCORE International Baja 1000
Mexicali, Baja California, Mexico
Results: November 11-12, 1994

O/A: 1. Danny Hamel/Ty Davis/Larry Roeseler (Kaw); 2. Paul Krause/Ted Hunnicutt/Craig Smith (Kaw); 3. Jason Kawell/Steve Hengeveld/John Braasch (Kaw); 4. Tim Morton/Brent Blount/Brian Schmuckle (Hon); 5. Davide Trolli/Scott Morris/Alain Olivier/Danny LaPorte (Kaw); 6. Chris Haines/Scott Forward/Jack Johnson (Kaw); 7. Jeff Capt/Johnny Campbell/Drey Dircks (Hon); 8. Masami Ishii/Tomomasa Yosiwara; 9. Beto Verber/Carlos Bucey/Rogelio Brambilla/Oscar Garcia (Kaw); 10. Jeff Sheets/Jim O'Neal/Keith O'Neal/Steve Cole/Chuck Dempsey (Kaw).

CLASS 22: 1. Danny Hamel/Ty Davis/Larry Roeseler (Kaw); 2. Paul Krause/Ted Hunnicutt/Craig Smith (Kaw); 3. Davide Trolli/Scott Morris/Alain Olivier/Danny LaPorte (Kaw).

CLASS 21: 1. Jason Kawell/Steve Hengeveld/John Braasch (Kaw); 2. Tim Morton/Brent Blount/Brian Schmuckle (Hon); 3. Beto Verber/Carlos Bucey/Rogelio Brambilla/Oscar Garcia (Kaw).

CLASS 30: 1. Victor Lujan/Dave Donatoni/Mike McDonald (Hon); 2. Susumu Ishii/Kiyoharu Ito (Hon); 3. Jesse Ellico/Ken Tapert (Kaw).

CLASS 40: 1. Chris Haines/Scott Forward/Jack Johnson (Kaw); 2. Masami Ishii/Tomomasa Yohsiwara; 3. Mike Cuff/Carlos Kurianski (Hon).

CLASS 50: 1. Jim Moore/Bill Nichols (Hon); 2. Ron Bishop/Dick Vick (KTM).

Shootout - *Literally*

Over-40 KTM racer Bob Van Dyke got a little more excitement than he had bargained for when he headed down the Baja peninsula to start prerunning for the Baja 1000.

According to Van Dyke's racing partner, Rich Caseli, Van Dyke and his brother-in-law were pulled over by a vehicle with a flashing light between Mexicali and San Felipe early on Tuesday morning. "They figured they were speeding and it was the police, but when they rolled down the window, a .45 came through it," said Caseli. "They were held up by what the police called, 'Three hombres con pistoles.'"

The bandits took the pair's jewelry, identification and jackets, and they were held at gunpoint while one of the robbers drove Van Dyke's paper-plate-new Chevy truck, with his KTM and seven wheels aboard, away into the night. "We're sure the whole idea was to shoot them and leave them in the desert," said Caseli. "They got lucky because the little truck they'd used to pull them over got stuck when the driver tried to pull back onto the road. He yelled at the guy who was holding the gun on them to help and when the guy turned around, Bob and his brother-in-law ran out into the desert."

Van Dyke reported the hold-up to the Mexican authorities, who mounted a search that located both the truck and the bike. "The guys that robbed them shot it out with the police. They shot one policeman and left him in critical condition," said Caseli. "The police killed one of the three and captured the other two. Bob had to go back down to Mexico Friday morning to ID the suspects, including the dead guy."

"It was a real nightmare, but we'll probably race there again," said Caseli, whose team took the 1994 SCORE Over 40 championship on points despite sitting out the Baja 1000 round. "This sort of thing can happen anywhere. It's the sort of thing that you read about - it never happens to you. Well, this time it happened to us."

LaRocco bags Bercy

(Left) Jimmy Gaddis (40), Frederick Bolley (14), Jeremy McGrath (1), Damon Huffman (12), Mike LaRocco (3) and Mike Craig (19) ready for the start.
(Below) Team Kawasaki's Mike LaRocco was crowned King of Bercy.

By Alex Hodgkinson

PARIS, FRANCE, NOV. 11-13

Mike LaRocco left Paris $35,000 richer and just one point away from the series lead in the World SX Championship Series after being crowned the new King of Bercy - but Kawasaki was not pleased.

"My bosses at Kawasaki USA didn't want me to come here," admitted the reigning 250cc National Champion. "They feel we have too many races already, and would rather I went testing."

The 23-year-old from Indiana had to wait until the final night to win a main event in the French capital, having run out of time to catch Honda's Jeremy McGrath and Doug Henry on the first two evenings, as the red flag came out to abbreviate both races. LaRocco was second on Friday and Saturday, before scoring the win on Sunday.

Defending Bercy champion McGrath never lost a qualifier all weekend after rediscovering his gating skills for the first time this year - "I guess it's all down to confidence that I found my starts again, but the dirt is good here too, so we are getting good traction," he said. But results-wise, it was downhill all the way for McGrath after his opening night win on Friday. McGrath was third on Saturday, and a clutch problem held him to 12th on Sunday.

Henry's first ride on a 250 in the cauldron of the world's most famous indoor arena was tempestuous, to say the least. The previously unbeaten New Englander had to sit out the restarted Friday main after being knocked out cold, four laps into the first attempt to run the race. On Saturday night, Henry struggled to find his rhythm through the whoops early in the evening, but made them his own once he finally clicked in the final laps of the semi. In the main, he came from behind to win over LaRocco and McGrath, in a final that was stopped early when Jimmy Button lay prostrate in the middle of the track.

Still unemployed for '95, the impressive Button had already made the podium on the first night and kept his fourth-place points on Saturday because results of a red-flagged race are taken from the previous lap.

The only other rider to make the podium in the three days was Team Noleen/Yamaha's Larry Ward, the Bercy specialist having to wait until the final day to make his mark after being the innocent victim of the Henry crash on day one. Team Suzuki's Damon Huffman showed impressive speed, his 4-9-6 scorechart coming from last place in the early stages each time.

FRIDAY

The qualifiers on Friday set the pattern for the weekend.

Vice 250cc World Champion Stefan Everts did not even make the semis after crashing out of an unimpressive fifth in his repecharge, and neither did Barcelona winner Frederic Bolley. It was eventually an ignition failure which put him out for the evening, but the Frenchman had previously gone backwards from second to fifth in the opening heat, passed with consummate ease by veterans Guy Cooper, Jeff Matiasevich and Doug Dubach.

The main event featured 13 U.S.-based riders and three Frenchmen. The first attempt to run the main was stopped after four laps, as three of the four potential winners lay prostrate in the track!

"Henry jumped across the line and landed on Ward's back," explained LaRocco, at the post-race press conference. "I was too close to miss the debris and wrecked the radiator."

"Henry landed on my neck," confirmed a sore Larry Ward, whose bike had ended up dangling from the stadium wall, its front wheel caught up in the timekeeping equipment in the stands.

Henry lay midtrack, surrounded by medics and track staff. There was no realistic option but to stop the race, while checks were made and it was confirmed medically safe to move him.

McGrath, who had led by more than the length of the stadium, was furious: "I don't think the race should have been stopped," said McGrath. "We could get by on one side."

While Mike LaRocco Senior worked miracles to repair his son's bike for the rerun and his son sat impassionately on a hay bale waiting, McGrath did nothing for his dignity as he harrassed the organizers to restart immediately.

After a 10-minute break, only Henry - on his feet but ordered to the medical unit for a thorough examination - failed to reappear for the rerun which was cut from 18 to 14 laps. Ward also pulled off on the first lap when he realized that his front wheel was not running true.

McGrath again led from the get-go, while LaRocco fought past Dubach and Hughes.

After three laps, the LaRocco was second, but trailed the champion, once again playing run-and-hide, by more than 10 seconds.

Computer printouts showed LaRocco making fastest time on the ninth of the remaining 11 laps, but time just ran out, even though McGrath encountered inexcusable interference from lappers.

"Vialle came across me on purpose at the end of the whoops," claimed a furious McGrath. "He had been blue-flagged and I went down the inside of him, but at the turn he cut across from the outside to the inside and we came together."

On the last lap, with LaRocco now desperately close, it was Yves Demaria's turn to get in the leader's way. "He jumped across me in the combination before the final turn and I cased the triple to miss him," said McGrath "He had been blue-flagged as well!"

One could not help feeling that a full-length 18 lap race would have fallen to LaRocco, even without the interference. At the post-race press conference he made no secret of his frustration at the abbreviation.

"I still say they shouldn't have stopped it in the first place, but after that it was the right decision to shorten the rerun," countered McGrath.

Amid all the carnage, Button scored an emphatic third. "I don't have a ride yet for next year and I'm pleased to have the opportunity of these races to show I can be up there on a 250," said Button. "I want to prove Suzuki made a mistake sacking me."

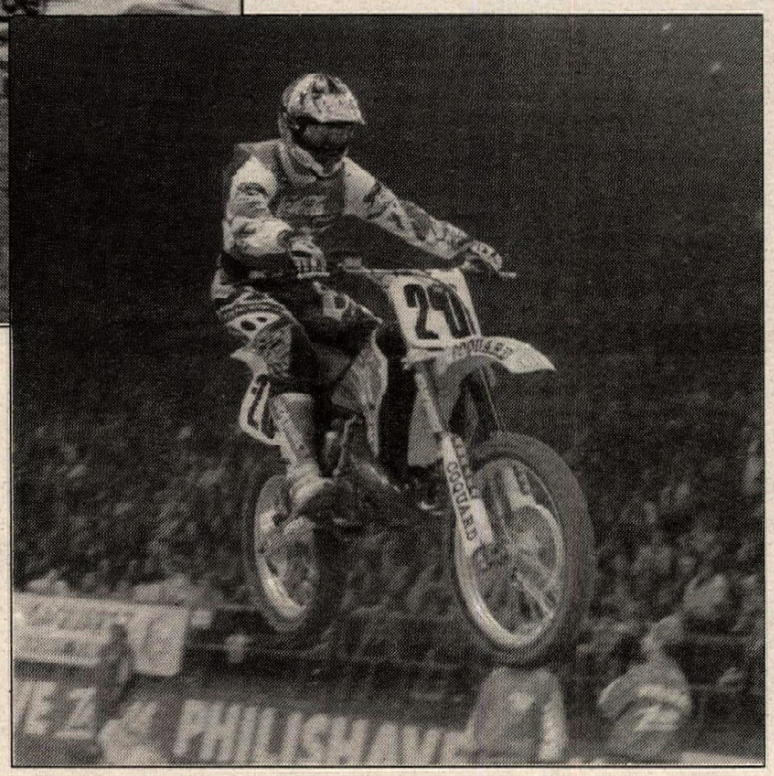
Huffman was fourth after riding through from a last-place start. His mechanic had also utilized the break to replace a suspect front wheel. Americans took the first seven placings.

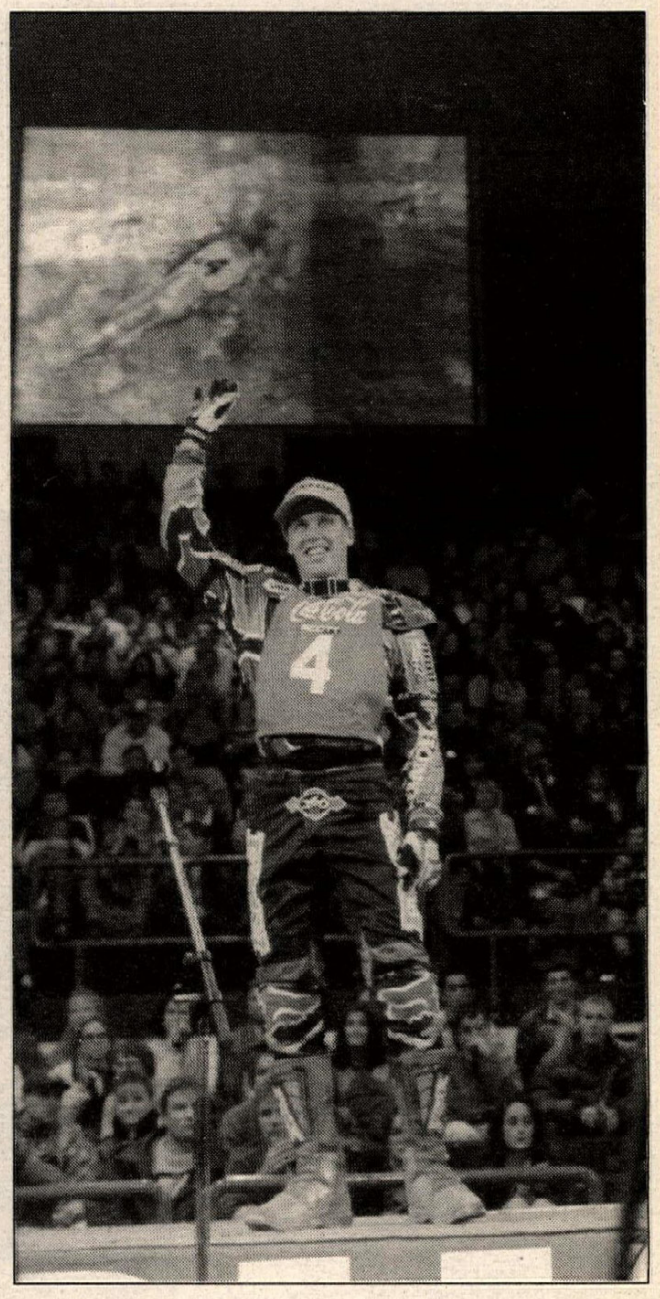
SATURDAY

LaRocco took a long time to loosen up in the qualifiers on the second day, but nevertheless matched McGrath's unbeaten transfer to the main. Henry, however, had struggled manfully for the first half of the evening, even needing to go to the repecharge after going down in the whoops which were troubling him every lap.

Suddenly, halfway through the semi, everything clicked and the 125cc National Champion advanced a place a lap from non-qualification to fourth.

Henry was flowing again in the main. Gating fifth, he cut through to second at the second turn and on lap six of





(Left) Defending Bercy Champion Jeremy McGrath fell victim to a faulty clutch on the final night of racing. (Right) Team Honda's Doug Henry scored his first 250cc Supercross win on Saturday night. (Below) Jimmy Button was impressive, but crashed out on the final night.

a planned 18, he stormed past the leader McGrath in the whoops.

McGrath tried to retaliate with the same move a lap later, but momentarily lost second as he struggled for drive on the slippery inside line at the end.

It was another three laps before LaRocco could make second his own after his first attempt to make the move past McGrath through the whoops backfired.

It was still anyone's race between the trio with eight laps remaining, as Button, who had dropped only eight seconds on them in 10 laps, crashed hard in the combination and the red flag went out during lap 12.

It was an unsatisfactory conclusion - the result would stand as more than half the envisaged distance had been run. Button kept his fourth, as FIM rules declare the result on the lap before the race is stopped.

Huffman again had to come from last after a finish-jump crash on the opening lap, the same obstacle took Mike Craig out of fifth after six laps. Blocker Demaria limped away from the whoops.

SUNDAY

Button practiced the next day, but did not race, while Craig crashed again early in the program and Everts also failed to appear, having hurt a knee when he hit the tunnel wall while running in a hopeless position in the repecharge the previous day.

Four Frenchmen were the only opposition to the U.S.-based riders in the last race of the three-day festival and three of them - Bolley, Vialle and Demaria - all crashed down together at the start.

Ward needed less than a lap to move past fast-starter Jimmy Gaddis at the front, but McGrath was right there and as the race entered its second half, the series leader moved ahead at the end of the whoops.

Four laps later, McGrath suddenly slowed with clutch problems which would eventually push him back to 12th, and Ward was back in command.

LaRocco had spent most of the race battling Henry, but in the final stages showed his strength, storming past Ward to win by an incredible 14 seconds in the only feature race to go the full distance all weekend. Even the sixth-placed Huffman, again from nearly last, was a lap down at the finish.

LaRocco had not set the fastest lap, he was one of five riders in the 44-second bracket. The entire field managed sub-48-second lap times, but only LaRocco could maintain the pace for the full distance.

And now to Tokyo for the final round of the world series - with the three current U.S. National champions separated by just eight points! CN

Bercy Stadium
Paris, France
Results: November 11-13

O/A: 1. Mike LaRocco (Kaw) 2-2-1; 2. Jeremy McGrath (Hon) 1-3-12; 3. Doug Henry (Hon) 0-1-3; 4. Damon Huffman (Suz) 4-9-6; 5. Jimmy Dobb (Hon) 11-5-4; 6. Jimmy Button (Suz) 3-4-DNS; 7. Larry Ward (Yam) 0-6-2; 8. Doug Dubach (Yam) 6-10-9; 9. Frederic Vialle (Kaw) 10-7-10; 10. Ryan Hughes (Kaw) 9-14-5.

FRIDAY: 1. Jeremy McGrath (Hon); 2. Mike LaRocco (Kaw); 3. Jimmy Button (Suz); 4. Damon Huffman (Suz); 5. Mike Craig (Hon); 6. Doug Dubach (Yam); 7. Guy Cooper (Suz); 8. Yves Demaria (Hon); 9. Ryan Hughes (Kaw); 10. Frederick Vialle (Kaw); 11. James Dobb (Hon); 12. Jimmy Gaddis (Kaw); 13. Jeff Matiasevich (Yam); 14. Daniel Obelisco (Hon).

SATURDAY: 1. Doug Henry (Hon); 2. Mike LaRocco (Kaw); 3. Jeremy McGrath (Hon); 4. Jimmy Button (Suz); 5. James Dobb (Hon); 6. Larry Ward (Yam); 7. Frederick Vialle (Kaw); 8. Jeff Matiasevich (Yam); 9. Damon Huffman (Suz); 10. Doug Dubach (Yam); 11. Thierry Bethys (Yam); 12. Mike Jones (Suz); 13. Guy Cooper (Suz); 14. Ryan Hughes (Kaw).

SUNDAY: 1. Mike LaRocco (Kaw); 2. Larry Ward (Yam); 3. Doug Henry (Hon); 4. James Dobb (Hon); 5. Ryan Hughes (Kaw); 6. Damon Huffman (Suz); 7. Jimmy Gaddis (Kaw); 8. Guy Cooper (Suz); 9. Doug Dubach (Yam); 10. Frederick Vialle (Kaw); 11. Cyril Porte (Yam); 12. Jeremy McGrath (Hon); 13, Mike Jones (Suz).

WORLD SX CHAMPIONSHIP STANDINGS (After 5 of 7 rounds): 1. Jeremy McGrath (73/1 win); 2. Mike LaRocco (72/1); 3. Doug Henry (65/1); 4. Jimmy Button (48); 5. Larry Ward (45); 6. James Dobb (35); 7. Damon Huffman (35); 8. Ryan Hughes (30); 9. Frederick Vialle (26); 10. Frederic Bolley (24/1); 11. Guy Cooper (24); 12. Doug Dubach (23); 13. Mike Craig (22); 14. Steve Lamson (20/1); 15. Pedro Gonzalez (18); 16. Jeff Matiasevich (17); 17. Jeff Emig (16); 18. Jimmy Gaddis (13); 19. (TIE) Yves Demaria/Mikael Maschio (8).

UPCOMING ROUNDS:
Round 6 - Tokyo, Japan, November 26
Final round - Tokyo, Japan, November 27

Briefly...

The lineup for the Bercy round of the World SX Championship Series lacked several star names. Barcelona competitors **Steve Lamson** and **Jeff Emig** were required by their factories to compete in the Osaka, Japan, SX, as was **Mike Kiedrowski**, who is reportedly not interested in racing European SX.

That left Bercy with just five of the 1994 top 10 supercross stars, as **Jeff Stanton** has retired and contractual conflicts prevented **Brian Swink** from racing. **Pedro Gonzalez** also had to miss Bercy to ride the Monterrey SX.

Two-time 250cc World Champion **Greg Albertyn** was a spectator in Bercy, his left hand still strapped up as the scaphoid bone he broke in South Africa last month heals. "I will definitely be back for the start of the U.S. season. Indeed, I was hoping to ride Geneva on the first weekend of December," he said. "X-rays taken in Holland show that I will have to wait for Bologna a week later now."

Mike LaRocco was much happier in Bercy than at Barcelona: "I always need a few minutes to warm up, and the races there (Barcelona) were so short that the checkered flag was going out as I got ready to charge," LaRocco said.

Doug Henry spent an enjoyable week between Barcelona and Paris riding trials bikes with six-time World Champion **Jordi Tarres**.

Normally, **Ryan Hughes** would be one of the stars of video footage, but in Bercy the Kawasaki rider was doing the filming himself during the riders' presentation.

Jimmy Button admitted in Paris that he would consider a switch to the GPs next year. "I got dropped from Suzuki when they signed Albertyn," said Button. "We had a deal, it was only a matter of signing it. And when that happened it was too late to get a factory ride with anyone else. The Becchis brothers and Danny LaPorte have both shown interest in bringing me to Europe, but I would prefer to stay in America if I can. My dad told me on the phone that Roger De Coster had tried to call me, so I am hoping there is something for me at Suzuki after all."

Guy Cooper was once again the most regular acrobatic entertainer in Bercy, pulling stunts at every opportunity both in practice and racing. The obstacles in the tiny arena seemed to leave little scope for the most outrageous jumps, and even **Jeremy McGrath** declined to attempt the nac-nac over the finish jump, though he did do it once in his heat race on Saturday over the preceding triple.

Guy Cooper was not to be outdone, though, and in the very next race pulled the trick over the finish jump, while **Jimmy Button** then got really outrageous in his semi, pulling his right leg through between his left arm and leg over the same jump with the suspect landing strip, sadly without a major crowd reaction. The fears that the landing there was unreliable, was confirmed later that evening when Huffman and Craig fell victim there even without pulling antics.

The "show" is just as important in Bercy as the racing itself and this year the promotors were gifted two linked themes for their pre-race presentation. 1994 is of course the 50th anniversary of the D-Day landings and the U.S. contingent was accompanied into the arena by the Pom-Pom girls in U.S. Army jeeps, with **Jeremy McGrath** and **Mike LaRocco** on MP bikes. The opening night was also a public holiday in France - Armistice Day, November 11.

FEATURE | Playtime for U.S. SX stars

From doubles to dabs

Photos by Ignaci Bertran

For America's top supercross racers, the term "off-season" seems to be a misnomer. Though the AMA Supercross and National Championship Series are over and done with, there's still no rest for the weary as weeks of testing and a slew of international supercross races consume their winter months.

Though the riders are wooed by generous sums of start money, it sometimes becomes a grind racing week in and week out. Sometimes you just need to take a break.

Shortly after the November 5-6 Barcelona Supercross, several of the top U.S. supercross stars were treated to a couple days of play in the nearby mountains.

Spain is without a doubt the hotbed of European trials riding, and two of the country's major motorcycle factories are located only minutes away from the Palau Sant Jordi Stadium. Invited by several Montesa Honda and Gas Gas factory employees, two-time 125cc National Champion Doug Henry, 250cc National Champion Mike LaRocco, former 125cc National Champion Guy Cooper, 125cc Western Regional Supercross Champion Damon Huffman, Honda of Troy's Mike Craig, Noleen Yamaha's Larry Ward and Mike Jones, joined six-time World Champion Jordi Tarres, Amos Bilbao, Andreu Codina and Gabriel Renales for some play time aboard trials machines.

The group of supercrossers were in awe of the remarkable skills possessed by the Spaniards, and impressed by Tarres' abilities in particular. The group spent two full afternoons on the bikes, riding in the hills of Reillanares - Tarres' home town.

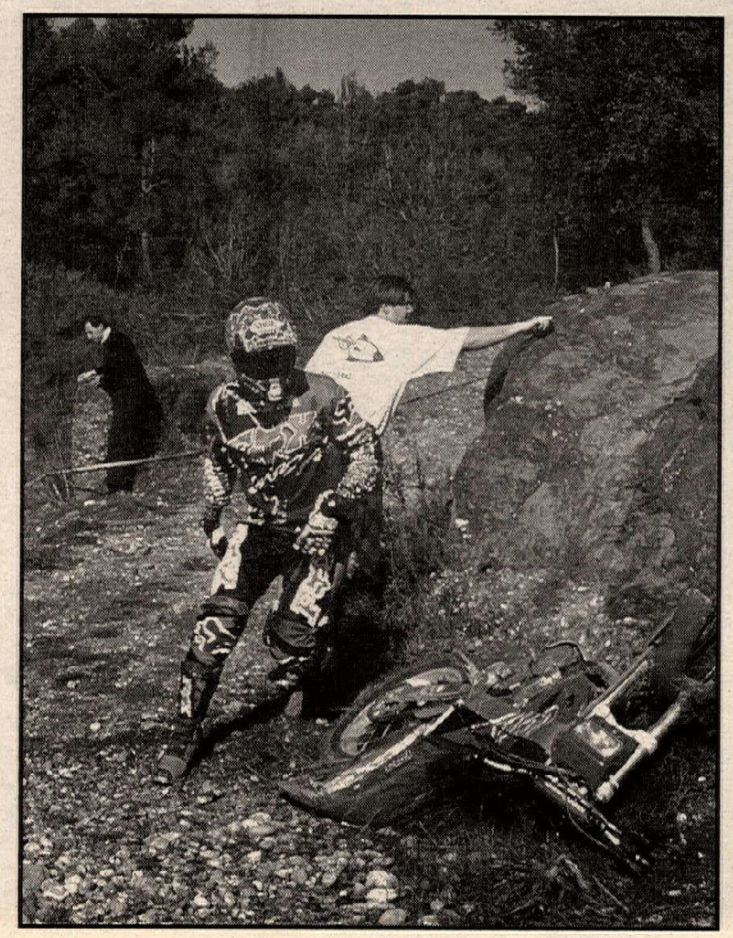
While trials was completely foreign to most of the riders, a few of the Americans already had a fair amount of trials experience under their kidney belts. A longtime fan of trials riding, Cooper himself owns a special, one-off Gas Gas 350. "I've been riding trials for years," said Cooper. "It teaches you a lot about balance. I've ridden a few local events in the expert class and done pretty well." Cooper's machine at home features a 1994 JT25 chassis, with a larger '93 JT35 engine installed.

Huffman was the other "trials veteran" in the group, and owns a 1993 Gas Gas JT25. "I bought it from a friend," said Huffman. "I like to play on it in the riverbeds near my home. It's a lot of fun." CN

(Above) Guy Cooper has been a longtime trials enthusiast, and is reportedly quite good at conquering large step-ups. (Left) Team Honda/1-800-Collect's Doug Henry spent the majority of his time aboard a Montesa 314R. Though it is made in Spain, the Montesa is powered by a Japanese-designed HRC engine. (Below left) Team Suzuki's Damon Huffman felt right at home aboard his Gas Gas JT25, as he spends his free time in California playing aboard his own trials machine. (Below) Mike Craig tests his balance aboard a Montesa.

(Right) The entire American contingent was treated to a tour through Jordi Tarres' personal museum.
(Below) Larry Ward may not realize it, but he's being spotted by six-time World Champion Jordi Tarres. Jordi a minder? Who would have thought!

(Below left) Doug Henry bit off more than he could chew when he attempted to scale this large rock. Perhaps he wishes he had his chest protector on.
(Below) Mike LaRocco and Guy Cooper share a laugh and catch their breath. Close inspection will reveal sweat on the brow of LaRocco.



TEST | 1995 Gas Gas JT35

Bigger, badder

By Donn Maeda
Photos by Jon Maeda

In most forms of motorcycle competition, the mere mention of an open class machine brings to mind several thoughts. One - in the case of road racing - is the prestigious 500cc World Championship series, in which the machines and the men who ride them are amongst the absolute elite. Another - in the case of motocross - is the arm-jerking power and strength-sapping ride that a 500cc MX bike delivers. And in off-road racing circles, big bikes rule. When was the last time a 125 won the Baja 1000?

But what about trials?

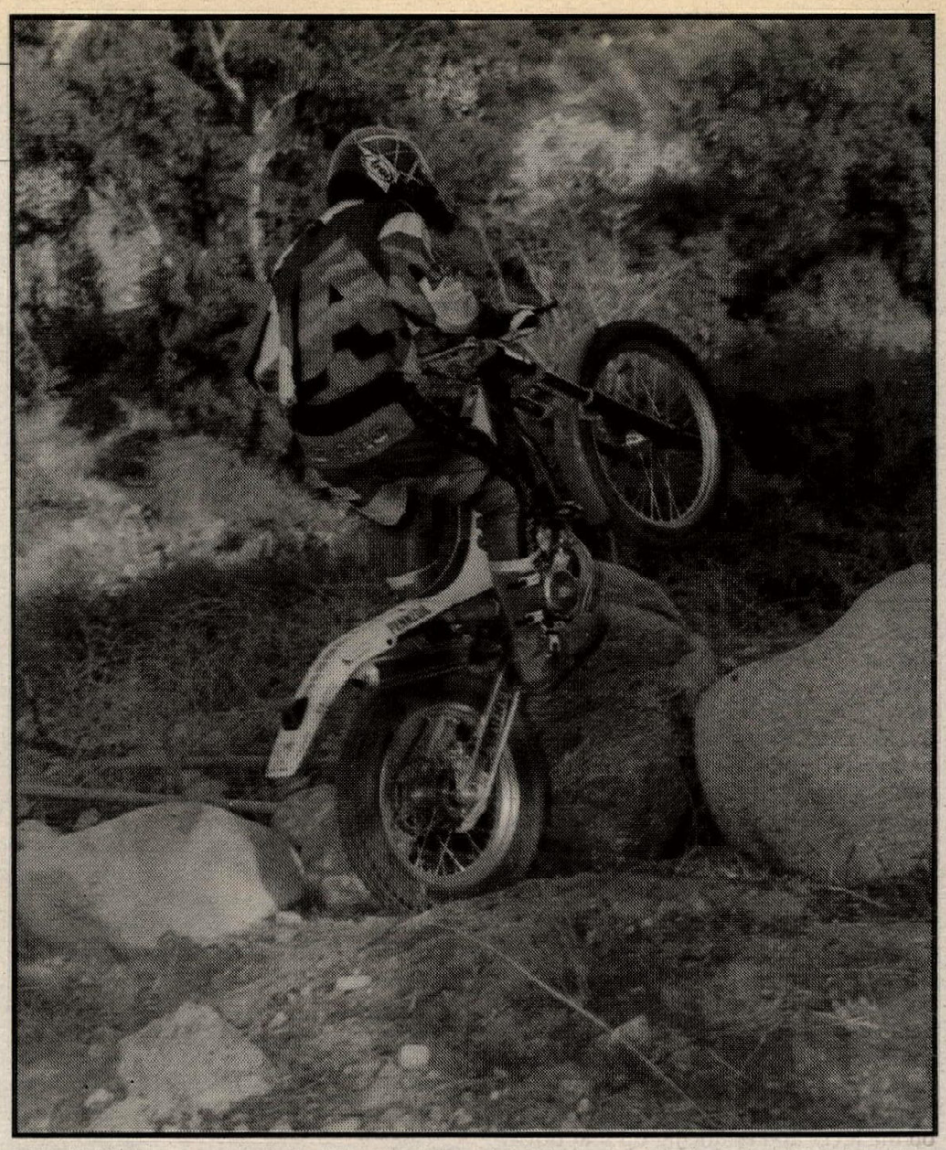
Though larger displacement machines have been quite popular in the past, modern technology has made midsized machines the weapons of choice for most trials riders in recent years. Today's flashier riding styles and trick riding also demand a lighter, more flickable bike, and a big, heavy open bike just doesn't fit the bill.

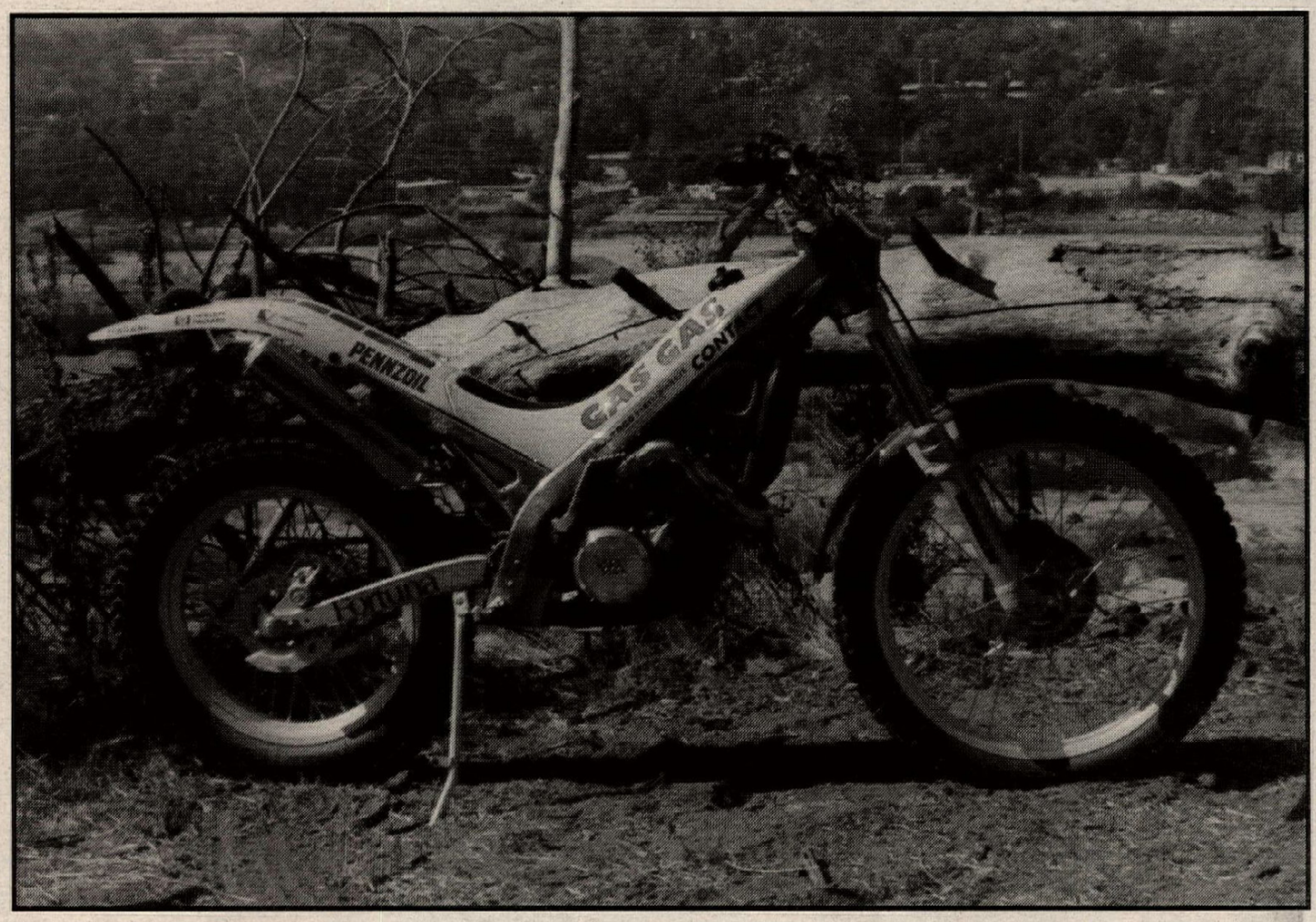
But in 1994, while Jordi Tarres stuck to his trusty Gas Gas JT25 237cc machine en route to his sixth World Championship title, his teammate Joan Pons competed aboard a 327cc JT35 and emerged as one of the series' brightest new stars. As the only rider in the top 10 to compete aboard a "big bore," third-ranked Pons made sure to praise his larger machine at every opportunity.

Gas Gas produced a 350 in 1993, but the bike wasn't as popular as the all-new '93 250 that featured a highly anticipated case-reed inducted motor. As a matter of fact, Gas Gas reports that only five percent of the trials bikes made were 35s. The model was subsequently dropped from the '94 model line. It was throughout '94, however, that Pons developed the new case-reed-inducted open class motor, and the '95 JT35 is the direct result of his and the factory's efforts. Though the "JT" designation hints that Tarres played the key role in the development of the entire Gas Gas trials lineup, perhaps the big-bore machine should be called the "JP35."

Of course, the biggest news about the new JT35 is the single-cylinder, liquid-cooled two-stroke motor. Though the case-reed design is known to produce a harder hitting type of power, Gas Gas engineers have put in plenty of hours making sure that the motor produced trials-friendly power. The engine is completely hand-assembled in the Girona Gas Gas factory, and a small 26mm Dell'Orto carburetor delivers the fuel/air mixture to the powerplant. Unlike the JT25 engine, which is painted a gaudy florescent red color, the JT35 has a conservative silver paint job. The plastic ignition cover is black, and should retain its color much better than the florescent red JT25 units.

The big, fat exhaust pipe is chromed, and it matches up to an oddly shaped silencer. Unfortunately, U.S. riders will have to add on an unsightly spark arrestor in order to comply with forestry regulations.





The JT35's white fenders and brushed steel frame rails are quite attractive. The Gas Gas logos are red.

Controlling the power delivery are a Domino throttle assembly and a hydraulic clutch. Unlike cable-actuated clutch mechanisms, the hydraulic unit can compensate for swelling of the clutch plates and limit the amount of play transmitted to the lever.

Cradling the motor is an all-new-for-'95 chassis, which is coincidentally the same frame that the smaller JT25 motorcycle incorporates. This results in the entire Gas Gas trials motorcycle lineup having the exact same basic feel. The perimeter-design frame is constructed of steel, and the twin spar main chassis rails have a trick-looking brushed finish. The frame does not entirely enclose the engine, instead - the motor hangs in the frame by the swingarm pivot and two front engine mounts. A heavy-duty alloy skid plate protects the bottom of the delicate engine cases from damage. The subframe is comprised of two separate spars that cradle the tiny airbox and support the bike's tail section.

Tucked in up front between the frame rails is a rather large radiator, which should have no trouble keeping the engine cool. A tiny fan is tucked in behind the radiator, and clicks on when the temperatures start to rise.

The new banana-shaped swingarm is made of cast alloy, and its new shape is designed to allow for better clearance when tackling square-edged rocks. A trick chain tensioner graces the left side of the swingarm, while a handy kick stand is bolted to the right. The side stand is tucked far and away from harm's reach, but it takes considerable effort to lower the leg.

Suspension duties are handled up front by a set of right-side-up Paioli forks. Unlike the forks that grace most modern-day MX bikes - these forks seem to be quite simple in construction. The left fork leg contains the compression damping adjustments, while the

rebound adjusters are in the right leg. Out back, a PXC shock handles the bump absorption duties, and the linkage is claimed to provide a soft ride over smaller hits that gets progressively stiffer as the bumps get larger.

Hydraulic disc brakes do the stopping both front and rear, and though they look pitifully small in comparison to the larger discs that grace other types of motorcycles, they do their job well.

White plastic fenders complete the machine. The long rear fender and seat/tank cover are white, while the front fender, headlight and front disc guard are red. The seat is non-existent. Instead, a piece of black grip tape graces the saddle area. In stock condition, the bike comes covered with a variety of logos, ranging from Pennzoil lubricants, to Hewlett Packard computers, to Fortuna tobacco. Apparently, as part of the team's sponsorship deals, Gas Gas agreed to affix each of the company's logos to each production machine. And don't try to remove them! The entire fender and tank cover are coated with clear paint.

Enough technical garble already - what's the bike like to ride? Starting the beast is a bit tough at first, but once you get the hang of it, it's no problem. While some might opt to find top-dead-center first, I found that a healthy stab at the lever was all that was needed. Balancing on the lever and bouncing up and down should be avoided - in addition to being ineffective, it can also strain the lever itself.

Once fired up, the engine requires little warm-up time and the fun can begin. The engine revs slower than that of the JT25, yet much quicker than we had expected. After clicking the bike into gear, it quickly becomes apparent that this is one powerful machine. Unlike a big-bore MXer, though, the power delivery is relatively smooth and easy to control. The additional 90cc of the 35 allows you to chug through a section in a lower gear than on the 25 - many sections can be attacked in third and fourth gear.

In comparison to the 25, the 35 can be ridden in a higher gear with much less clutch work. This may be a bonus for beginning riders who have a hard enough time worrying about balance, let alone slipping the clutch. Lofting the front end up and over obstacles required only a blip of the throttle, and the suspension does an admirable job of soaking up most anything thrown its way.

A motocrosser at heart, I was tempted to see how the Paioli forks and PXC shock absorbed harder hits. A series of ledges provided a wide variety of drop-offs, and the Gas Gas soaked up all but the tallest of drops without a whimper. Blasting back up the cliffs was also a breeze, thanks to the grunt of the motor. Letting off the throttle halfway up a ledge to avoid catching air off an imbedded rock was scary at first, but we found that the motor comes back on the pipe in a hurry, and can continue to carry you up and over with ease.

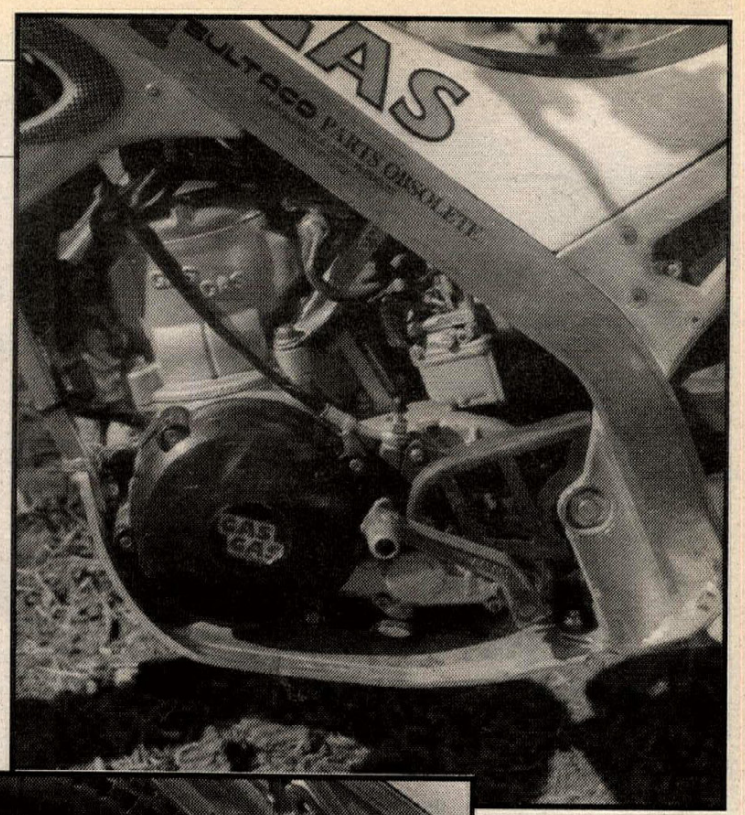
The brakes are deceivingly strong, and do an excellent job of bringing things to a halt. One finger is all that's needed to completely lock up the front wheel and kick the rear end around.

The exhaust pipe gets quite hot, and if you're not careful while having a seat, it will burn right through your leathers in no time. Gas Gas owners will quickly learn to sit bowlegged between sections.

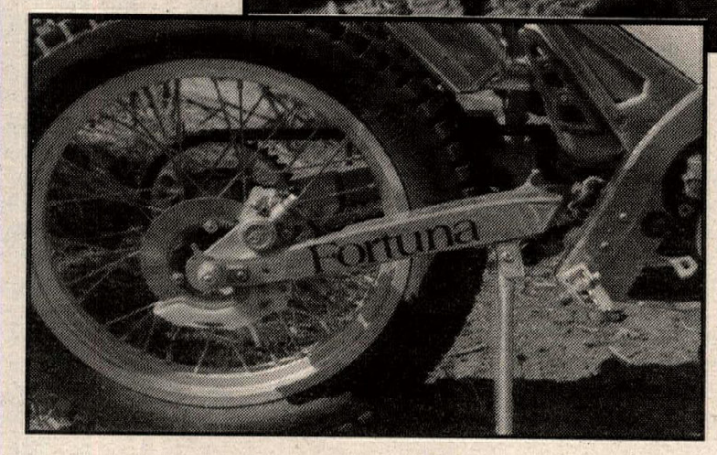
While leaning far forward - or in my case, when crashing - it is possible for your right hand to depress the horn button. No problem, really, but I try not to attract attention to myself when taking a spill. Be sure not to tighten your brake and clutch perches too tight - they're expensive parts to replace if you snap them off in a fall.

Though it is attractive, the white fenders are easily hammered - especially in the midsection. Our boots rubbed the white plastic and turned it a lovely shade of black. But still, even with a dirtied midsection, the Gas Gas is amongst the best-looking bikes we've ever seen.

At $5195, the JT35 is right in the ball park with other high-quality trials machines, even though you get 90cc more for your money. As a matter of fact, the JT25 and JT35 carry the exact same price tag. Wanna give observed trials a spin? Gas Gas USA can be contacted at 7801 Eastside Drive, Kansas City, MO 64152, 816/741-7615. CN

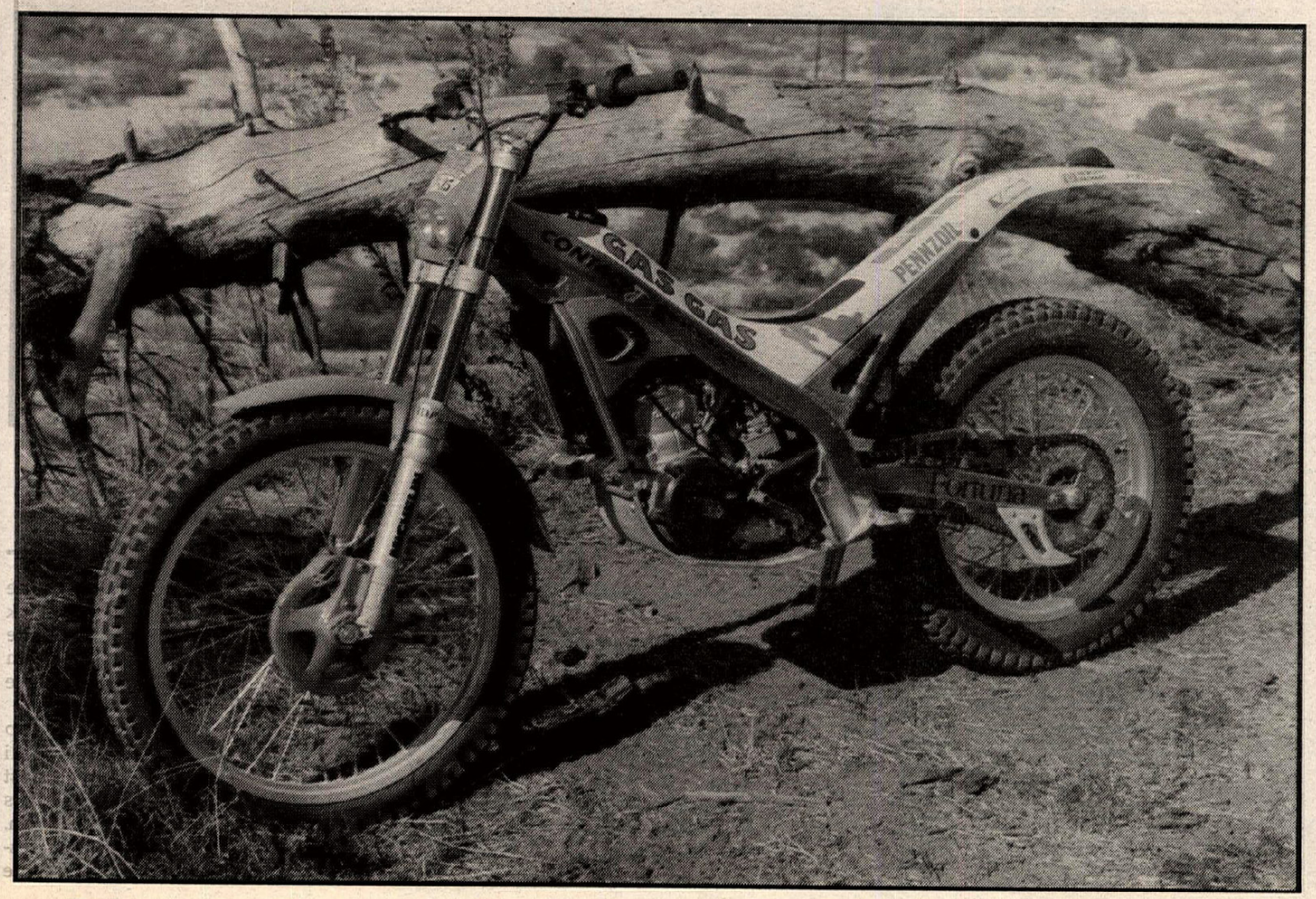


(Right) The all-new case-inducted 327cc engine has a broad powerband. A new banana-shaped swingarm provided extra clearance.



(Below) Everything in the rider's control area is comfortable and easy to operate. The hydraulic clutch has good feel.

(Below) The Paioli right-side-up fork is quite plush, and the smallish disc brake has a considerable amount of power.



While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.

Gas Gas Contact JT35

Specifications

List Price	$5195
Displacement	327.7cc
Engine type	Liquid-cooled single-cylinder two-stroke
Bore x stroke	83.4 x 60mm
Carburetion	26mm Dell'Orto
Ignition	Electronic
Transmission speeds	6
Starting system	Kick
Fuel capacity	1.17 gal.
Wheelbase	52.8 in.
Seat height	28.4 in.
Front tire	2.75 x 21
Rear tire	4.00 x 18
Front wheel travel	6.8 in.
Rear wheel travel	6.8 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	173.8 lbs.

INTERVIEW | Team Yamaha's Kevin Windham

GONE WITH THE WIND

By Nate Rauba

The teenage years are filled with fun, hope and anxiety.

For a 16-year-old like Kevin Windham it is not only all of the above but could be quite profitable, as well. Having recently signed on with Team Yamaha after a stellar amateur career and strong showings in his first few 125cc Nationals, his future certainly seems bright.

But the factory ride and past success can also bring a lot of pressure. He's the latest teenage sensation to come out of the amateur ranks, where he won numerous championships. His past record means that more attention will be focused on the youngster as he enters his first full year on the professional circuit.

The amicable teenager from Baton Rouge, Louisiana, seems unaffected by his sudden celebrity status. Windham is just out to have fun racing motocross. Success, he believes, will come as long as he enjoys what he's doing.

We chatted with Windham as he prepared to make his competition debut on his new Yamaha at what turned out to be the final round of the AMA Fall Classic Series in Tennessee.

How are you adapting to the Yamahas?
It's going good. I've been doing a lot of testing out in California. They're letting me go at my own pace. I've got a lot of time to work with it. I'm kind of new to supercross, so Yamaha isn't really putting a lot of pressure on me. That makes it a lot easier.

Are you trying to get used to the bike, more than anything else?
Actually the bike isn't any problem. I got used to that pretty fast. Now I'm just trying to get used to the jumps and whoops. We've been testing, so it's all starting to fall in place.

How did the Yamaha deal come about? Did Keith McCarty or any other Yamaha people approach you?
We were basically talking with everybody. Yamaha's team is real strong. They pulled together...it's just a good team. I like everybody on the team. I felt at this point it would be in my best interest to go with Yamaha.

Why not stay with Kawasaki? You've been with them throughout your amateur career.
That was a problem. I was planning to stay with Kawasaki. For some reason - I guess budget, I'm not sure, it's hard for me to say - it didn't work out between us. Throughout my amateur career that's where I thought I was going.

There's no hard feelings, though. I still talk to all of them; we're still good friends. It's not by choice that I had to leave. The team was full and Yamaha didn't have a 125 rider. Who knows what may happen in the future.

What race series will you compete in next year?

I'll be riding 125cc Eastern Regional Supercross and 125cc Nationals.

What if there are competing supercross series? Where will you ride?

Hard to say. AMA holds good races. I don't know. Basically where Yamaha wants me ride. It doesn't matter to me, just as long as I'm riding.

How much SX experience to you have?

I haven't ridden supercross in about five years for different reasons. It's good to be on the factory team, though. They all have their own test tracks. It's good for me because I'm getting a lot of time on Yamaha's supercross track. I was there for a week, came home, and a day later came here (to Muddy Creek). I'll go back to California and stay until Thanksgiving, come home, then go back until Christmas. It's kind of like my new home. But it's giving me a lot of time to get used to the tracks and ride with good guys like Jeff Emig and John Dowd. It's going good.

Have you seen much improvement in your supercross skills in the short time you've been on the Yamaha track?

Oh yeah! It's night-and-day difference just in a week. When you look down at a supercross track from the stands it doesn't look that bad. But when you get down there on the floor it's wild. It puts a psyche on your mind. But the Yamaha people help me out, calm me down. They don't expect me to do anything special right now. They're just helping me so much to get used to it.

You turned pro last year, but never rode an Eastern Regional Supercross?

No. I was about to, but after testing a couple days I'm glad I didn't. I think it would've crushed my confidence.

At one point early in the Fall Classic Series (Raceway Park) you hinted that you were tired and needed a break from riding or training. Do you still feel that way?

No. Coming off the 125 Nationals there seemed to be a break, and that's the way I took it. I shouldn't have. I didn't realize I had races coming up (Fall Classic rounds). Getting done with the Nationals, I thought it was over, I could rest a little while. But I found out it's not that way. It's like a whole new beginning for me. I ran some pro races last year, but now I'm at a whole different level. The places, people I'm riding with, and help I'm getting are different. It's a whole different ball game. I'm having a lot of fun.

Now that you're with Yamaha, who is your mechanic?

Alley Semar. He's from back home. We've always gotten along. He rode for Yamaha. Back when I was three or four we rode together. He quit racing and started wrenching. It's always been a dream to have him.

Was he your mechanic at Team Green, too?

No, my dad was. Alley worked for James Dobb last year at Pro Circuit. It's just a good deal working with him. It's a big part. If you're with somebody you don't get along with, it takes away some of the fun. You need to be concentrating on racing. If something's not going right and it's on your mind when the gate drops, it will play a big part in the race.

You raced a few Nationals over the summer and did quite well. You have received a lot of publicity, made the cover of magazines. How has that affected you?

I'm trying not to get too wrapped up in it. It feels good to see yourself on the cover of a magazine, or in a magazine period. A lot of people say it can make you or break you. I'm just trying to stay away from it. There's been some bad things written about me, and some good things. If you're not careful you can start believing the bad things and that can hurt you. If something bad is said about me, that I'm not performing like people think I should be for the attention I'm getting, I don't let it get me down. I try to get out there and work harder. Once you get down it can be hard to get back up.

You could be one of the future stars of motocross, or supercross for that matter, and could be directly affected by the current AMA/promoters split. What are your feelings on the situation?

I'm trying not to get wrapped up in that. Yamaha knows what's in my best interest. Whatever they want me to race is what I'll race. Basically I just want to go out and take things one race at time. I'll let them worry about what's going on. I want each performance to be good. I want to be thinking about performances, not track promoters and all that other stuff. If I go and do well in each race, it doesn't matter who is running it.

Who do you see as your main competition next year?

Pretty much everybody. (Mike) Brown, Robbie (Reynard), Timmy Ferry, (Ryan) Hughes, although he'll be running outdoors against me. Every year when you go to the line, you look around and there're 15 guys who could win. It's hard to pinpoint one person. I just have to go out there and do the best I can. If you win one time, you might be able to go out and win the next week, but it's just whoever has the good race. There's 10 to 15 guys who are so close, it could go any way at any time.

Do you get home much anymore?

No. I went to Raceway Park in New Jersey, came home for a day, went to a school in Texas, came home for another day, then flew to California. I came home from California for two days and spent a day driving here to Muddy Creek. I'll be home a week, probably the most time I'll have, then I go back to California.

What do you like to do when you have some spare time?

That's the good thing about the team. It's not just a motocross thing. We all go out to eat and have fun together. I'm into remote-control airplanes. Keith McCarty and Bob Hannah both fly. We were testing one day and Jeff (Emig), John (Dowd) and the mechanics just went mountain bike riding. It's a team but we're all friends.

Any wild, fun things you guys do?

Not really. A few amusement parks. Go to the beach and ride watercraft. Basically whatever we have time for. It's hard when we're testing. It's like a real job, we're working 9-5. After a full day of riding supercross you're kind of tired. A lot of times we just go eat then go to bed kind of early, or sit in the hot tub for a while.

With all the traveling and staying in California, what about school?

I'm in a home school program. I can bring it with me. I study every day, but don't hit it quite as hard when I'm in California. I can be so tired after riding I just want to collapse. When I'm at home I'll hit it real hard.

Do you plan to get a high school diploma?

Yes. I'll have a diploma that will be recognized by most colleges. The home school I'm in is real good. You never know what could happen. Right now I love racing. It's what I want to do. But if I get hurt or anything, I need something to fall back on.

You've won many races and championships as an amateur. How much contingency money can a top rider make?

As an amateur, about $500 a weekend at big events. Sometimes at the big nationals, that's enough to make the trip home. You can make some money, but if you're racing non-stop it all goes back into racing. It makes racing pay for itself.

What role have your parents played in your racing success?

I couldn't be here without them. They've been behind me 100%. Dad has never been the type to put pressure on me. He always helps and lets me go at my own pace. That's a big deal to me. If you get a lot of pressure, it can make things turn around. If you let a rider go at his own pace, he can progress a lot faster. He's done a good job as mechanic - I've never had a DNF. It's not really a father-son deal once you get to the pros. He'll still be there, he's going to fly to the races. It's bad that he's leaving, but I'll still see him.

My mom, she always scored at the races so she's into it too.

What do you hope to achieve in your career?

Basically, I want to have fun. If I'm out there having fun, more will come. If I'm riding well and having fun, that's when the money and number-one plates come. When you're having fun you always want to train, do good. I want to win, but ride on my own and not let anyone influence me. If I do all that right and have fun, the wins will come so I won't have to worry about it. If you can get pointed in the right direction, everything will fall into place. CN

KX125

Winning Combination

Here's a KX125 quote we really like: *"Kawasaki has had a stranglehold on best suspension honors for years, and they didn't disappoint us for '94."**

Strong words from the good folks at Dirt Rider; especially since they're the ones who get to ride all the new models.

They won't be disappointed in '95 either: With the same suspension mods made to the KX250, Kawasaki takes box-stock 'perfection' to new highs. And smoother landings.

For more bite in '95, there's a new carb and airbox,reshaped exhaust port, new KIPS valve, and new head for lots more bark in the bottom and mid-range.

And for you 80cc grads who aren't yet big enough for a 125, there's the KX100. Built with the same rad tech that's guided the 125 and 250 to countless wins—stiff, perimeter frame, upside-down fork, etc.—the transition to the bigger bikes is that much easier when you're ready to moto on up.

The new KX125 and KX100—built for winners, by winners.

*February 1994

- Changes to the KIPS exhaust valve, transfer ports, combustion chamber, piston crown, reed valve and ignition mean more power across the rev range, so it's easier to pull away from the competition.
- New 35 mm carb delivers quicker response. Four air vents help the carb vent better over super rough courses so you have the power where you need it, when you need it.
- Keeping the power coming on strong longer is an extra coolant passage on the right of the exhaust port for a more consistent engine temperature.
- We've taken what some call a "perfect" fork and made it better still: A new mid-speed compression valve for a plusher mid-stroke feel. With increased base-valve volume and increased compression, you'll have the advantage of better control, smoother landings, later braking.
- Hauling faster down the straights calls for stronger brakes: You got 'em with new pads at both ends plus a new rear caliper and one-piece mount that's stronger yet lighter.

Get Some Limelight

Mike Kiedrowski, #1 AMA 250cc plate holder in 1994 got his. How? He rides the green bikes, As a four-time AMA national motocross champion, eight year member of Kawasaki's Team Green support program, and four year Team Kawasaki veteran, the "MX Kied" knows a few things—like if you want to get the green stuff, you have to ride the green stuff.

Take the '95 KX250. Mods to the pipe, head, ignition and cylinder increase low- and mid-range power without hurting top end.

Recalibrated front and rear damping plus a revised UNI-TRAK leverage ratio make what is considered the best suspension in motocross even better.

Take a hint from Kiedrowski. Green is a winning color. But only lime green. Kawasaki green.

KX80

Good Times Come in Small Packages

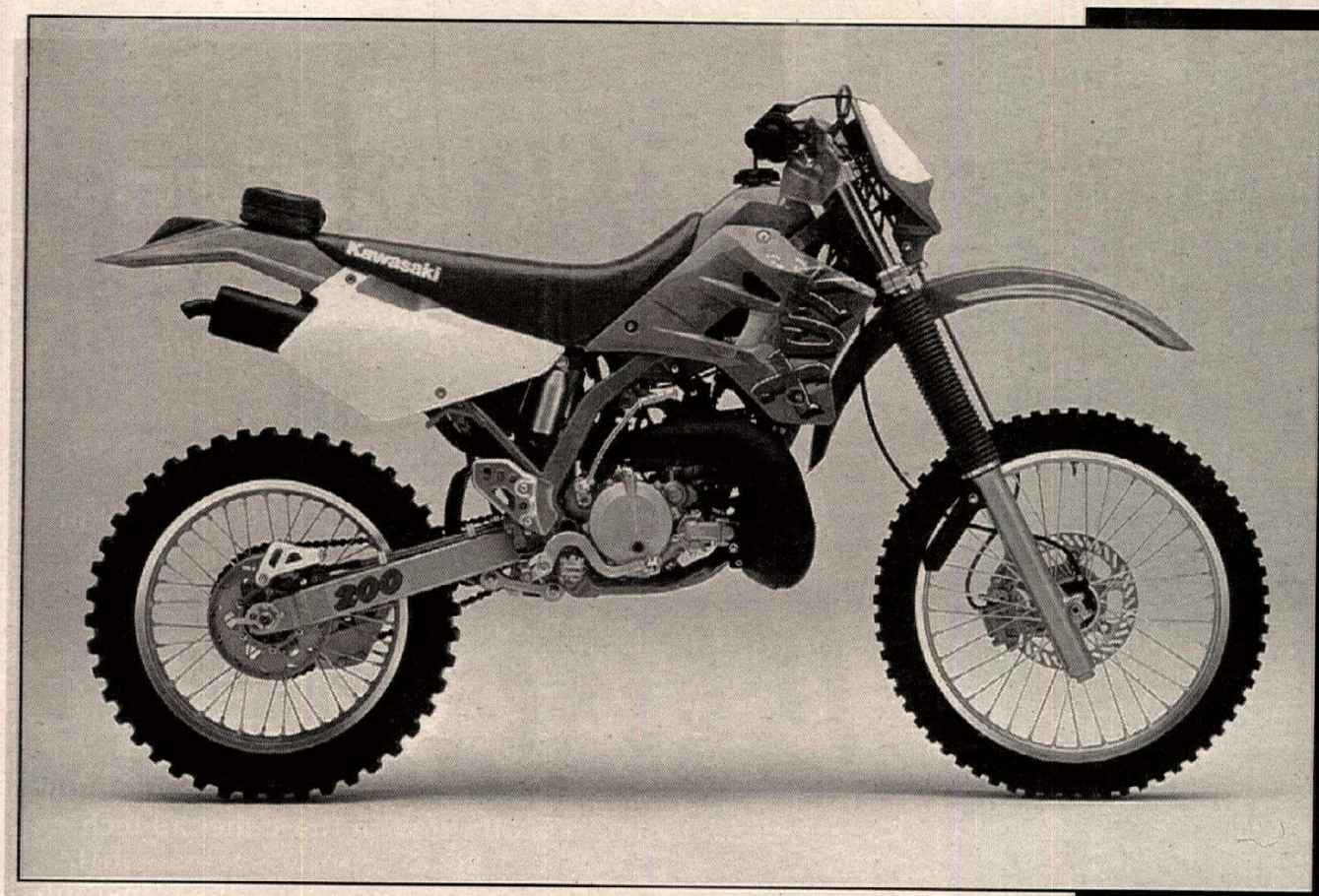
Kawasaki is committed to mini-motocross. The KX60, with its smooth, liquid-cooled power and advanced chassis, is the machine for future champions warming up for the hotly contested 80cc class.

And the KX80, with a host of high-tech bennies also found on our laurel-laden 125 and 250 MXers, is just waiting to launch our next factory rider's career.

Both minis, like all Kawasaki KX machines, boast the added support of Team Green, with trackside parts and tuning advice, plus special deals at participating dealers.

Get your Good Times off to a headstart—on a KX60 or KX80 mini-motocrosser.

Kawasaki ENDURO



Predator

Tired of eating roost? Leap to the top of the food chain with Kawasaki's all-new KDX200.

Seismic performance improvements from the KX-bred powerplant, including new better sealing 3-way KIPS valves, stronger connecting rod, reshaped cylinder, head and pipe, deliver a mind-clearing low-end punch for jumping ahead of the pack.

For more finesse in the tight stuff there's a lean, lightweight chassis that features an ultra-stiff, motocross-style, high-tensile steel perimeter frame. Tight ergonomics. Narrow mid-section. Plus a conventional cartridge fork and revised UNI-TRAK rear end that deliver a plush ride while you wreak havoc on the competition. Stalk the woods. On a 1995 KDX200.

KDX200

- With the KX-inspired, high-tensile steel perimeter frame, torsional rigidity is up 30%, so you track straighter. Tighter geometry delivers quick, yet stable handling.
- Increased power and torque from a new 3-way KIPS with a guillotine-slide exhaust valve for better sealing, more power and stronger low-end torque.
- Dealing with the added power required a stronger, rebalanced crank for a smoother delivery, a heat-treated con-rod, larger clutch, extra cylinder-head frame mount, larger radiators and stronger water pump seal.
- Weight-saving all-aluminum upper and lower triple clamps secure the 43 mm conventional cartridge fork.
- Improved front and rear brakes. 18-inch rear wheel. Aluminum rims. Straight-pull spokes.
- Team Green™ helps you win—with a helping hand in the woods, newsletters that include tech tips, and contingency money. Ask one of over 400 Team Green dealers how you can get assistance.

SAFE RIDING'S MORE FUN

Ride responsibly. Kawasaki believes safety begins with us and continues with you. Always wear a helmet, eye protection, and proper apparel. Never ride under the influence of drugs or alcohol. Ride in authorized off-road areas only. Riding is more fun on a well-maintained motorcycle...follow the instructions in your owner's manual. Remember, riding safe is smart.

Kawasaki
Let the good times roll.

See the 1995 Kawasakis at these Participating Dealers.

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Dirt & Street Kawasaki
1030 E. Camelback Road
Phoenix, AZ 85014
(602) 864-1437

PHOENIX
Valley Kawasaki
16251 N. Cave Creek Road
Phoenix, AZ 85032
(602) 867-3381 (800) 544-5294

YUMA
Kawasaki of Yuma
2029 Arizona Ave.
Yuma, AZ 85364
(602) 329-9611

CALIFORNIA

REDONDO BEACH
Del Amo Kawasaki
1512 Aviation Blvd.
Redondo Beach, CA 90278
(310) 372-8891

REDWOOD CITY
Redwood City Honda-Kawasaki
2771 El Camino
Redwood City, CA 94061
(415) 364-1104

THOUSAND OAKS
Thousand Oaks Kawasaki
2388 Thousand Oaks Blvd.
Thousand Oaks, CA 91360
(805) 497-3765

VICTORVILLE
Hi Desert Kawasaki
14327 Amargosa Road
Victorville, CA 92392
(619) 341-2FUN

WHITTIER
Whittier Kawasaki Fun Center
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Whittier, CA 90605
(310) 945-3494

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Midtown Kawasaki
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Rocky Hill, CT 06067
(203) 721-0193

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TAMPA
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13521 N. Florida Ave.
Tampa, FL 33613
(813) 968-7888

WEST PALM BEACH
Cycles of Palm Beach
2353 N. Military Trail
West Palm Beach, FL 33409
(407) 683-1642

GEORGIA

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1002 N. Glenwood Ave.
Dalton, GA 30721
(706) 226-5269

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FREEPORT
Freeport Kawasaki
1682 Rt. 26 N.
Freeport, IL 61032
(815) 235-7549

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BLOOMINGTON
Honda Kawasaki of Bloomington
1006 S. Walnut Street
Bloomington, IN 47401
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MASSACHUSETTS

PITTSFIELD
Ronnie's Cycle Sales of Pittsfield Inc.
501 Wahconah Street
Pittsfield, MA 01201
(413) 443-0638

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Hastings, MI 49058
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(313) 382-1220

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Michigan Center, MI 49254
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Las Vegas, NV 89121
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Point Pleasant Beach, NJ 08742
(908) 899-4050

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Pompton Plains, NJ 07444
(201) 831-1930

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Kawasaki of Ramsey
995 Rt. 17 South
Ramsey, NJ 07446
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67 N. Broadway Rt. 107
Hicksville, NY 11801
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Shelby Motorsports
1715 E. Dixon Blvd.
Shelby, NC 28152
(704) 482-5946

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Columbus, OH 43231
(614) 471-3511

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4810 B. W. Owen K. Garriot
Enid, OK 73703
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Action Kawasaki
Route 65 Box 236
Beaver Falls, PA 15010
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Leisure Equipment Inc.
2568 Rt. 724 P.O. Box 1010
Parker Ford, PA 19457-1010
(610) 495-7122

TENNESSEE

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Kawasaki Cycle Village
10 Main Street
Clarksville, TN 37040
(615) 552-3593

FAYETTEVILLE
White's MotorSports, Inc.
Fayetteville Kawasaki
2550 Huntsville Hwy.
Fayetteville, TN 37334
(615) 433-0181

TEXAS

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Granprix Kawasaki
10017 Montana Ave.
El Paso, TX 79925
(915) 593-1024

GRAPEVINE
Grapevine Kawasaki
311 E. Northwest Hwy.
Grapevine, TX 76051
(817) 481-2500

Late bloomer

By Donn Maeda

Many years ago when I finally decided to abandon my not-so-promising ATV racing career so I could to try my luck on two wheels, my father gave it his all to convince me to get a 500. "That's the slob class," I remember him saying. "It will be the easiest class to win, and I won't have to buy you a new bike every year."

Against my father's wishes, however, I picked a 1987 Honda CR250 as my first motorcycle. I chose 250s for the next four years before buying a 125 in '91, and until last year, had never even thrown a leg over a big bore. The *Cycle News* Battle of the Monster Bikes Shootout marked the occasion, and I was at the same time entertained and horrified by the power of the open classers. Though Honda and Kawasaki loaned us their bikes for several months, they were, without a doubt, the least ridden vehicles in the *Cycle News* garage.

This year is different. Even though the 1995 Honda CR500 features absolutely no engine updates, a lengthy list of suspension changes make it the most changed open classer in years. So what's the big news? I'll give you a hint. It's spelled K-A-Y-A-B-A.

Yes, it's true. The big CR500 comes fitted with Kayaba suspension components, both front and rear. Though the largest CR has had a KYB shock in years past, this year marks the first time that the bike has come with Kayaba legs as well.

Thus far into our relationship with the crop of '95 MX bikes, I can honestly say that I have spent the most time aboard the CR500. Why? Was it because of the handful of letters that we received from disgruntled readers after last year's open class shootout? "You little girls!" they wrote. "It takes a real man to ride a 500." Or maybe because I've aged another year and closed to within four years of the Vet class minimum age requirement?

No! Actually, I've grown quite fond of the big red and purple machine and have gotten used to the monster power of the motor. And to my surprise, I've even learned to go faster on some tracks aboard the 500 than on a 125 or 250. I'm no Dave Thorpe, mind you, but I do wish that the 500cc class were more popular on the local racing level. With the demise of the 500cc National Championship Series, I'm afraid that I've grown into the open class a few years too late.

Aside from the new graphics and purple radiator shrouds and seat cover, the latest version of the beast looks much like it has for the past three years, and upon casual observation, most won't even notice the subtle changes. On the track, however, there is little doubt that this bike has been greatly refined.

Engine-wise, the CR500 has the same 491cc, cylinder-inducted powerplant that it has had since 1991. A 38mm Mikuni flat-slide carburetor still delivers the fuel/air mixture to the cylinder, and the same low-boy exhaust pipe and humongous silencer handle the spent fumes.

As expected, the '95 bike has the exact same power characteristics of the '94, but this year it's easier to put all that power to the ground. But more about that later. The engine revs rather quickly in comparison to the other open class machines, and Honda riders will find themselves getting on the pipe more often than Kawasaki KX500 riders. While the KX500 is an absolute handful when revved out, the CR has a more manageable, smoother power delivery. Still, the most effective way for most mortals to ride the Honda is to keep the rpm down and rely on the awesome amount of low-end torque and midrange power. As expected, engine vibration is much greater than, say, a CR250 - but contrary to most people's fears - it is quite tolerable.

Starting the CR500 is easy. A few slow kicks to find top-dead-center, then a healthy do-it-like-you-mean-it kick are all that's needed to bring the engine to life when cold. Even a panic stab at the kickstart lever during a race brings the motor back to life with relative ease. Clutch action is typical Honda: fairly light (for a 500) and with smooth and predictable action. Under heavy abuse, however, the clutch can heat up and fade rather quickly.

Okay, back to that "easier to put the power to the ground" stuff. When Honda announced that the entire full-size CR lineup would come with Kayaba

forks and shocks, the entire testing staff began to foam at the mouth. Needless to say, we weren't disappointed with the news of the change, and were quite pleased with the on-track performance of the new machines.

Last year, it was easy to get in trouble on the CR500. The awesome motor, coupled with the somewhat unpredictable handling of the Showa-suspended chassis, equaled big scares when the going got rough. As a matter of fact, one tester suffered a separated shoulder when last year's CR spit him off as he accelerated out of a rough, rutted corner. Being on your toes was a must with last year's bike, as the forks would also throw in a surprise or two when square-edged bumps entered the picture. Add in a set of too-soft fork and shock springs, and it was also pretty scary to catch big air on the motorcycle. We cured last year's CR500's handling woes by installing a set of conventional Marzocchi forks, loosening up the initial compression rebound dampening in the shock and installing a stiffer spring, and bolting on a Works Enduro Rider steering damper.

No such modifications are needed in '95. From the first lap we took on the new bike, it was obvious that the Kayaba suspenders were set up with aggressive riding in mind. Stiffer springs come stock, front and rear, and the bike has a well-balanced feel on the track. Rear-end swapping under power is all but eliminated, as the KYB shock soaks up square-edged bumps, potholes and rolling whoops with equal authority. Up front, the KYB fork is complimented by a set of wider triple clamps and a wider, stiffer front hub and axle. Fork action is plush, yet at the same time stiff enough to handle large blows without bottoming. Deflecting off square bumps is a thing of the past with the new setup, in spite of the more rigid front end.

To our surprise, the biggest improvement that the larger front hub and axle made was in the braking department. Like most people, we've always been great fans of Honda's ability to produce bikes with the best binders, but we truly believe that they've outdone themselves this year. The front brake is awesome. Period. Because of the greater rigidity gained with the new hub and wider spoke pattern, there is almost no braking power lost to flex. Be careful. Rear brake action is the same as it ever was - strong, with good feel.

Most people think that you "muscle" an open classer around a motocross track. Maybe so with some, but such is not the case with the CR500. "Finesse" is the key word. Good line selection, lots of self control with your throttle hand and a neutral body position can make tackling most types of motocross tracks a breeze. Even tight, rutted corners can be conquered; just because it's a big bike, doesn't mean that the outside line is the only option.

New, wider 43mm footpegs provide plenty of grip for your feet, thanks to three rows of sole-grabbing teeth. The wider platforms also help spread the impact from hard landings to a greater area of your foot, easing the pressure directed toward your arch.

Obviously, the CR500 is well liked by the *Cycle News* staff. But that's not to say that the bike doesn't have its faults! Things we don't like about the bike include the huge, boat-anchor silencer (but we must admit we liked its rather quiet note), the heavy-looking body style, the purple gas-tank stickers, the rubber-like chain and the stock steel handlebars.

Not only is the silencer large and heavy, it is easily bent inwards in even the smallest of crashes. When bent, the silencer is subjected to heavy abuse from the rear tire, which rubs it with each compression of the rear end. Both the Pro Circuit and FMF aftermarket silencers are smaller, tucked in better, and are not significantly louder than stock.

The new radiator shrouds may be purple, but they still have the same bulky-looking shape of many years past. Purple stripes on the gas tank may add to the showroom look of the bike, but they look terrible in no time. Peeling them off before you even ride the bike may be easier than peeling off the scuffed-up remnants later on. The 125 and 250 models have new radiator shrouds that bolt to the same gas tank - why not give the 500 the same? The bike looks much, much heavier than it feels on the track.

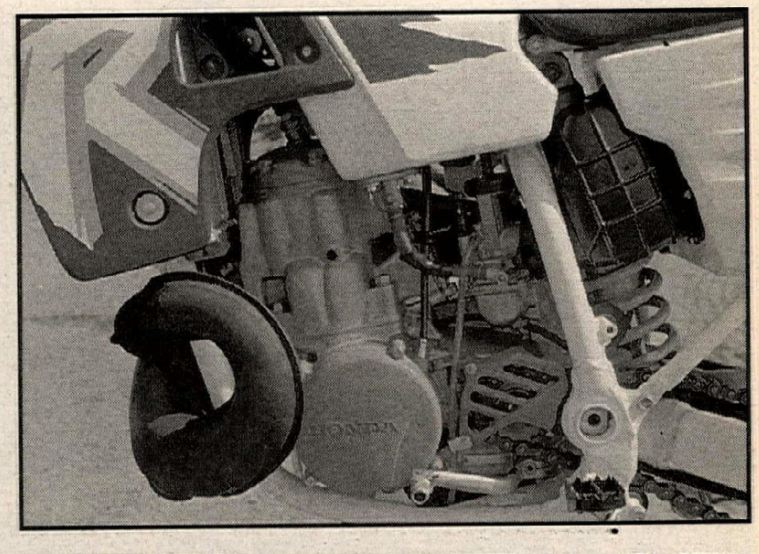
Hondas have been known for their top-quality construction. Excellent fasteners abound on the machine, and everything is well thought out and easy to work on. Why throw on a cheap chain that stretches like an awakening Rip Van Winkle? Plan on buying a high-quality replacement quickly.

But what about the handlebars? Well, though we like the tall, flat bend of the steel bars, we had a rather unpleasant experience with them that could have resulted in a serious injury. While casing out over a large triple jump, the right side of the handlebar snapped off in one tester's hands. On impact! The broken bars were sent back to Honda for inspection, and they assured us that the break was a result of damage incurred in a previous crash. The only crash suffered before the incident was a slow tip-over fall at the Carlsbad Honda intro, in which the entire weight of the bike was centered on the handlebars. Could that have been it? Maybe so, maybe not. Since then, we have replaced the handlebars with Answer Pro Tapers, that, in addition to being the strongest bars available, do a great job of absorbing vibration as well.

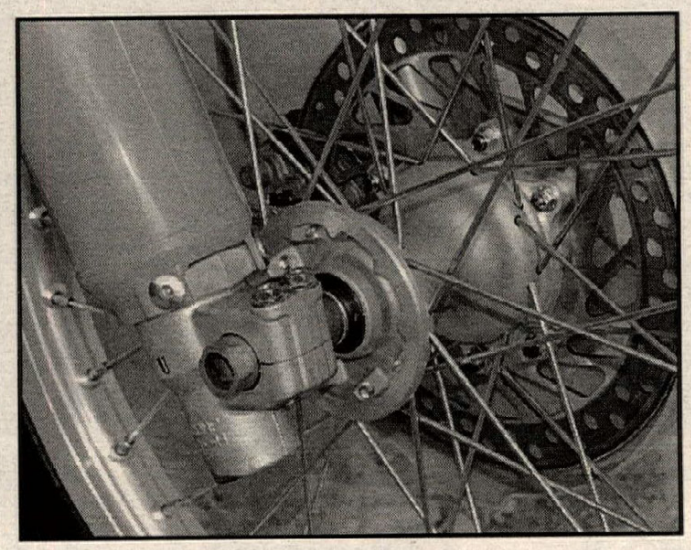
All in all, the CR500 is one heck of a machine, but one that unfortunately finds itself without a class at many race tracks. Since the demise of the 500cc National Series, it seems that open class interest has dwindled and the majority of the 500cc machines are usually found in the vet classes.

We predict that there'll be a lot of thirty-something guys smiling under their helmets in 1995. CN

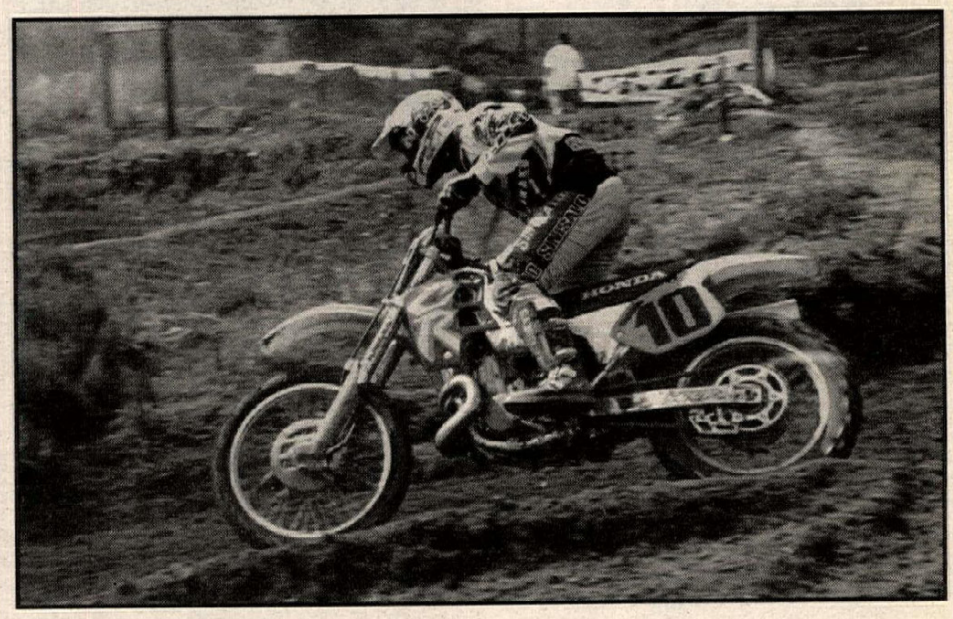
While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation.



(Left) The biggest news in '95 is the Kayaba forks. In comparison to the Showa units of the past, the KYB units are a dream come true.



(Above) The CR500 motor features no new porting, timing or carburetion changes, but remains the most powerful in the open class. (Left) A wider, thicker front hub and axle provide greater rigidity up front. Believe it or not, braking power is increased.



Honda CR500R

Specifications

List Price	$4999
Displacement	491cc
Engine type	Liquid-cooled single-cylinder four-stroke
Bore x stroke	89 x 79mm
Compression ratio	6.8:1
Carburetion	38mm flat-slide
Ignition	CDI
Transmission speeds	5
Starting system	Kick
Fuel capacity	2.4 gal.
Wheelbase	58.7 in.
Seat height	37.8 in.
Front tire	80/100 x 21
Rear tire	110/100 x 18
Front wheel travel	12.2 in.
Rear wheel travel	12.6 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	222.7 lbs.

(Top) AMA National Arenacross Champion Grayson Goodman (1) cuts to the inside of the pack at the start of Friday's 125cc main event during the opening round at Veterans Memorial Auditorium. Jimmy Gaddis (2) ended up winning all four Pro main events over two days.
(Above) Gerald Rodgers (34Z), Jack Monger (44) and Norm Shields (119) battle for supremacy in the Open Twin Intermediate class TT at the AHRMA West Regional in Tulare, California.

AMA National Arenacross Series: Round 1

Gaddis grand at Veterans Memorial Auditorium

By Pam Lambert

DES MOINES, IA, NOV. 4-5

Team Green/SplitFire/Pro Circuit-backed Jimmy Gaddis was unstoppable at the first round of the MSR/Answer-sponsored AMA National Arenacross Series in Veterans Memorial Auditorium as he topped the 125 and 250cc classes both nights.

FRIDAY

The 125cc heat races began with 44 riders vying for 16 main event starting spots. Gaddis secured his main event berth by blasting into the lead in heat one and scoring the victory.

When the rubber band popped to start the 125cc main event, defending National Arenacross Champion Grayson Goodman nailed the holeshot ahead of Junior Jackson and Gaddis, but Chad Pederson skimmed past all three riders in the whoop section to take the lead. Gaddis laid claim on Goodman's second-place position after passing him through the whoops.

Pederson held the lead for half the race until Gaddis outbraked him in the dog-leg section. Gaddis and Pederson then settled into a pace, and while they cruised around out front, Todd DeHoop picked his way through the crowd after a mediocre start. Gaddis took the checkered flag for the win with Pederson second and DeHoop third. Jeff Curry, who came from a bad start on the second row, finished fourth while Goodman took fifth.

When the 33-rider 250cc class was pared down for the 16-rider main event, Gaddis was among them. Gaddis powered his KX250 into the lead of the 20-lap main with Jeromy Buehl, DeHoop, Curry and Pederson close behind. Gaddis had no problems out front and took the win without pressure from anyone.

SATURDAY

With 44 125cc Pros trying to qualify for a main event spot, the heat races were packed with talent and great racing. Heat one saw Gaddis and Pederson get off the line in first and second and never look back. Buehl and Palmer followed suit in heat two. Whitley and Deegan swept heat three, while Texans Goodman and Upshaw bested the final heat. DeHoop and Miller, as well as Bennet and Bachman, had to qualify in the semis.

Whitley timed the rubber band perfectly and blasted into the first turn ahead of Goodman and Gaddis. Goodman overtook Whitley through the rough whoop section with Gaddis, Whitley and Pederson tight on Goodman's rear fender. Gaddis began to pressure Goodman through the double/double section and set him up for a pass going into the dog-leg section. Goodman went down hard, allowing Gaddis to take over the lead with Pederson right behind while the rest of the field followed.

Though Pederson pulled up within passing distance of Gaddis several times, Gaddis always closed the door and eventually pulled away slightly. Gaddis took another first, with Pederson second. Buehl held third followed by Palmer and Whitley.

After an excellent jump-off exhibition by Upshaw and Goodman, the crowd was brought to their feet when Upshaw blasted around to take the holeshot in the 250cc main. Gaddis and Goodman battled through the whoops going over the big infield double side by side before Gaddis made his move, powering ahead of Goodman in the right-hander. Upshaw was close and Gaddis set his sights on the lead. Upshaw bobbled through the first turn of the dogleg, giving Gaddis the opportunity he needed to take over the lead before the first lap ended.

From there on out, Gaddis was untouchable. For the fourth time in two nights, Gaddis took home the win. Buehl persevered to finish second followed by Curry in third and hometown favorite Pederson in fourth. Schellenberger was fifth. CN

Results

Friday
50 STK: 1. Bradley Ripple (Yam); 2. Chris Lazzaretto (LEM); 3. Craig Rouse (Yam); 4. Nathan Sandage (Yam); 5. Matthew Burris (KTM).
125 PRO: 1. Jimmy Gaddis (Kaw); 2. Chad Pederson (Hon); 3. Todd DeHoop (Hon); 4. Tim Palka (Kaw); 5. Grayson Goodman (Hon).
250 PRO: 1. Jimmy Gaddis (Kaw); 2. Jeff Curry (Suz); 3. Cliff Palmer (Hon); 4. Jeromy Buehl (Suz); 5. Chad Pederson (Hon).
Saturday
50 STK: 1. Bradley Ripple (Yam); 2. Chris Lazzaretto (LEM); 3. Trent Mermis (Yam); 4. Kyle Sandage (KTM); 5. Brian Wendeilli (LEM).
125 PRO: 1. Jimmy Gaddis (Kaw); 2. Chad Pederson (Hon); 3. Jeromy Buehl (Suz); 4. Cliff Palmer (Hon); 5. Billy Whitley (Kaw).
250 PRO: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Suz); 3. Jeff Curry (Suz); 4. Chad Pederson (Hon); 5. Roy Schellenberger (Kaw).

AHRMA West Regional Motocross Series: Final Round

Shives shines at Tulare vintage TT/MX

By Matt Hilgenberg

TULARE, CA, NOV. 5-6

Honda Elsinore rider Brian Shives had a great weekend at Tulare Cycle Park, winning the 250cc Intermediate class both days of Triple M Racing's AHRMA vintage TT and motocross doubleheader. The motocross was the season finale for the AHRMA-West Regional MX Series. Two hundred twenty-eight riders competed over the two days, a bit less than the spring race, most likely due to large amounts of rain in the area, although the weather at the track was excellent.

Saturday's TT featured 10-lap heat races and 12-lap mains. Shives and his brother Jeff ran off with the top spots in the heat, with Jeff taking the win over Brian, and Keith Lynas. When the main event ran, though, it was Brian Shives who came home the victor over Jeff Shives and Montesa VR rider Steve Erickson, while Lynas settled for fourth.

Honda XL350 rider Marvin Davis was among those with double class victories, edging Howard Dishman in 500cc Novice and Steve Shahan in 30+ Novice class.

Brian Shives was the star of Sunday's 250cc Intermediate motocross event, sweeping to the win in both motos of the 15-rider field. Moto one had Shives lead from start to finish, followed by Ossa Phantom pilot Keith Lynas and fellow Honda pilot John Grise, who led at the start of moto two over Shives, while Lynas fell, then had to work his way through traffic to eventually claim fifth spot. Meanwhile, Shives finally leveraged his way past Grise to earn the win. Grise was second overall, followed by Ken Gerard, whose 4-3 score edged Lynas' 2-5.

The 30+ Novice division had some good action in moto one. Dante Sorrenti had the lead, with Clark Sumner's Suzuki close behind. They tried to go two abreast in a banked, left-right turn complex, when the two riders collided and went down, leaving Marvin Davis to motor to an uncontested win, followed by Sam Durick. Sumner remounted and stormed through traffic to take third ahead of Sorrenti. Moto two had Sumner out front and Davis within striking distance, until the Honda rider clipped a hay bale and crashed hard, taking nearly a full lap to get restarted. This allowed Sumner to take the easy win and the overall victory, with Durick second on the day ahead of Sorrenti. CN

Results

TT
125 NOV: 1. Mike Folena (Ric).
125 INT: 1. Ken Gerard (Hon).
125 EX: 1. David Fisher (Hon).
250 NOV: 1. Daved Kuns (Mai); 2. Jim Bjork (Yam).
250 INT: 1. Brian Shives (Hon); 2. Jeff Shives (Hon); 3. Steve Erickson (Mon); 4. Keith Lynas (Ossa); 5. Curt Lange (Hon).
250 EX: 1. David Fisher (Oss).
500 NOV: 1. Marvin Davis (Hon); 2. Howard Dishman (Yam).
500 INT: 1. Rich Dominguez (CZ).
500 EX: 1. Myron Short (CZ); 2. Ken Corpe (Tri).
500 4-STRK NOV: 1. Ed Reedy (Tri).
500 4-STRK INT: 1. Rick Zimmerman (BSA).
500 4-STRK EX: 1. Matt Hilgenberg (Ric-Tri); 2. Ken Corpe (Tri); 3. Manuel Datan (BSA).
OPEN TW NOV: 1. Eugene Smith (Tri).
OPEN TW INT: 1. Mike Johnson (Yam); 2. Norm Shields (Tri-BSA); 3. Joel Sweeney (Tri); 4. Jack Monger (Tri); 5. Gerald Rogers (AJS).
OPEN TW EX: 1. Scott Dunlavey.
WMN: 1. Nicki Parry.
30+ NOV: 1. Marvin Davis (Hon); 2. Steve Shahan (Suz).
30+ INT: 1. Keith Lynas (Oss); 2. Rick Zimmerman (BSA).
30+ EX: 1. Matt Hilgenberg (Ric-Tri); 2. Scott Dunlavey (Che-Tri); 3. Rob Ely (Che-Tri); 4. Duane Spence (Yam).
40+ NOV: 1. Mike Keith (Suz); 2. Eugene Smith (Tri); 3. Mike Allison (Suz); 4. Mike Folena (Hon); 5. Stu Cardott (Tri).
40+ INT: 1. Steve Erickson (Mon); 2. Curt Lange (Hon); 3. Ken Gerard (Hon); 4. Henry Lebsock (Hon); 5. Ric Russell (Hon).
50+ NOV: 1. Jim Cooke (Bul); 2. Ralph Porzelt (Hon); 3. Allan Girdler (H-D).
50+ INT: 1. Kenny Hatch (Bul); 2. Danny Smart (Hus); 3. Norm Shields (Tri-BSA); 4. Hank Cosio (Bul); 5. Al Saldivar (Yam).
BMBR: 1. Bob Kersey (Yam); 2. Dan Dowding (Yam); 3. Rick Zimmerman (BSA).
MX
125 NOV: 1. Mike Folena (Ric); 2. Joel Hanson (Yam).
125 INT: 1. Bill Henry (Hon); 2. Ron Harrison (Hon); 3. Armen Clawson (Kaw); 4. Jason Butler (Hon); 5. Jon McGill (Hon).
125 EX: 1. Chris Radzinski (Kaw); 2. David Fisher (Hon); 3. Mike Lillevig (Hon).
250 NOV: 1. Sam Durick (Hon); 2. Daved Kuns (Mai); 3. Don Beese (Hon); 4. Chris Frei (Yam); 5. Steven Sagely (Yam).
250 INT: 1. Brian Shives (Hon); 2. John Grise (Hon); 3. Ken Gerard (Hon); 4. Keith Lynas (Oss); 5. Joe Lorenzen (Oss).
250 EX: 1. David Fisher (Oss); 2. Chris Radzinski (Hon); 3. Ron Melton (Oss); 4. Mike Lillevig (Yam).
500 NOV: 1. Dante Sorrenti (Mai); 2. Don Kelley (CZ); 3. James Howard (Bul); 4. Toivo Kent (Hus); 5. Steven Sagely (Yam).
500 INT: 1. Tom Horton (Hon); 2. Ken Corpe (Tri); 3. Mark Roler (BSA); 4. Rich Smith (Mai); 5. Pete Biddy (Bul).
500 EX: 1. Paul Sedler (Hus); 2. Allen Wenzel (Che-BSA); 3. Mike Lillevig (Mai); 4. Lee Shepherd (Hus).
OPEN TWIN NOV: 1. John Koch (Ric-Tri).
OPEN TWIN INT: 1. Mike Van Lienden (Tri); 2. Johnny Stevens (Tri); 3. Joel Sweeney (Tri); 4. Tony McDowell (Ric); 5. Terry Pratt (Tri).
OPEN TWIN EX: 1. Scott Dunlavey (Che-Tri); 2. Bill Knight (Nor); 3. John Lundgren (Ric-Tri).
WOMEN NOV: 1. Deborah Poole (CZ); 2. Debbie Grise (Hon); 3. Sara Lightfoot (Ric-Hon).
WOMEN INT: 1. Nicki Parry.
30+ NOV: 1. Clark Sumner (Suz); 2. Sam Durick (Hon); 3. Dante Sorrenti (Mai); 4. Joe Tamaska (Rok); 5. Marvin Davis (Hon).
30+ INT: 1. JD Bramlet (CZ); 2. Mark Arsenault (Hon); 3. Keith Lynas (Oss); 4. Cris Sena (Pen); 5. Gary Egloff (Hus).
30+ EX: 1. Scott Dunlavey (Che-Tri); 2. David Fisher (Oss); 3. Mike Lillevig (Yam).
40+ NOV: 1. John Gulliford (Mon); 2. Mike Folena (Hon); 3. Toivo Kent (Hus); 4. Deborah Poole (CZ).
40+ INT: 1. Rich Smith (Mai); 2. Steve Erickson (Mon); 3. Dan Scharf (Yam); 4. Curt Lange (Hon); 5. Ken Gerard (Hon).
40+ EX: 1. Randy Lewis (Oss); 2. John Lundgren (Bul); 3. Rob Poole (BSA); 4. Ron Melton (Oss); 5. Lee Shepherd (Hus).
50+ NOV: 1. Ralph Porzelt (Hon); 2. Jim Cooke (Bul); 3. Melvin Shapiro (Oss); 4. Alden Robertson (CZ).
50+ INT: 1. Dennis Tooman (Hon); 2. Ron Clawson (Mai); 3. Kenny Hatch (Bul); 4. Chuck Bullwinkle (Mai); 5. Hank Cosio (Bul).
50+ EX: 1. Wayne Sumner (Tri-BSA); 2. Duane Spence (Yam).
PREM L/W NOV: 1. Bill Samstag (Gre).
PREM L/W EX: 1. Jack Ausmus (BSA).
PREM L/W II NOV: 1. Bill Samstag (Gre).

PREM L/W II INT: 1. Keith Lynas (Oss); 2. Morris Stoumen (Che); 3. John Ford (Ric-Tri).
PREM L/W II EX: 1. John Le Fevre (Hus).
PREM 500 INT: 1. Terry Pratt (BSA); 2. David Breetwor (Mat).
PREM 500 EX: 1. Matt Hilgenberg (Ric-Tri).
PREM 500 II NOV: 1. Ed Reedy (Tri); 2. Mike Lightfoot (Ric-Tri).
PREM 500 II INT: 1. Mark Roler (AJS); 2. Doyle Cook (Ric); 3. Gary Egloff (BSA).
PREM 500 II EX: 1. John Le Fevre (Hus); 2. Mike Atkins (Ric-Tri).
PREM OPEN TW INT: 1. Norm Shields (Tri-BSA); 2. Gerald Rogers (AJS).
PREM OPEN TW EX: 1. Bill Knight (Nor).
BMBR: 1. Randy Lewis (Mon); 2. Dennis Graham (Hus).

Barn Burner ST series begins

By Bill Spencer

SAN JOSE, CA, OCT. 29
Rod Spencer topped the Pros at the opening round of the Barn Burner indoor minibike short track series in the Red Barn at the Santa Clara County Fairgrounds, holding off a challenge by Brett Landes toward the end of the 15-lap final.

The former Nationally ranked dirt tracker, who also has a few sprint car championships to his credit, was in charge from the pole position while UNDO Racing-backed, ninth-ranked AMA Grand National rider Landes was always close, as the two battled on their XR100-based minibikes. Pro motocrosser Sean Lollar finished third in front of Jerry Tenret and Troy DeHerrera.

J.R. Alvernaz topped the Pee Wee Beginner division over Rod Spencer Jr., while Eric Carillo dominated in the Expert/Advanced class, with Johnny Ripley second over Chris Burnett, who was riding his first Expert ride.

The 80cc class was won by Chris Canepa, with Brad Spencer involved a close finish for second over Ruben Valles. Kenny Sundwell won the 100cc Stock Novice class while sprint car ace Randy Hannagan topped the 100cc Junior Modified.

Custom race bike builder Dale Lineaweaver won the Vet Novice class over Kenny Sundwell, while another sprint car champion, Mark Chaves, topped the 100cc Novice Modified class.

Results

P/W BEG: 1. J.R. Alvernaz (Yam); 2. Rod Spencer Jr. (Yam); 3. Sam Clark (Yam).
P/W ADV: 1. Eric Carillo (Yam); 2. Johnny Ripley (Yam); 3. Chris Burnett (Yam).
80: 1. Chris Canepa (Yam); 2. Brad Spencer (Kaw); 3. Ruben Valles (Yam).
100 STK: 1. Kenny Sundwell (Hon); 2. Roy Rose (Hon); 3. Jeff Cunningham (Hon).
100 JR MOD: 1. Randy Hannagan (Hon); 2. Tim Alarcon (Kaw); 3. Paul Ungarov (Hon).
VET NOV: 1. Dale Lineaweaver (Rtx); 2. Kenny Sundwell (Hon); 3. Roy Rose (Hon).
100 MOD NOV: 1. Mark Chaves (Hon); 2. Derek Overkamp (Hon); 3. Tony Rose (Hon).
100 EX: 1. Troy DeHerrera (Hon); 2. Gordon Rudy (H-D); 3. Steve Johnson (Rtx).
100 JR STK: 1. Tim Alarcon (Kaw); 2. Paul Ungars (Hon); 3. David Morgan (Yam).
PRO: 1. Rod Spencer (Hon); 2. Brett Landes (Hon); 3. Sean Lollar (Hon); 4. Jerry Tenret (Hon); 5. Troy DeHerrera (Hon).

Bruce blasts opening San Jose Marathon challenge

By Bill Spencer

SAN JOSE, CA, NOV. 6
Less than 40 miles north of the Santa Clara County Fairgrounds, over 4 inches of rain fell over the weekend, but less than 2/10ths hit the San Jose Mile where Joe Bruce roosted to the win in the first race of the Marathon challenge series on board his Yamaha YZ125.

Bruce lapped the pack and only had a little competition from Pat Brown, who led the small Enduro bike class until he tried to slap the back of his head with his leg. Bob Cope took home that trophy while Scott Heywood came from last to second overall and second in the 125cc class after stopping on the first lap for goggles.

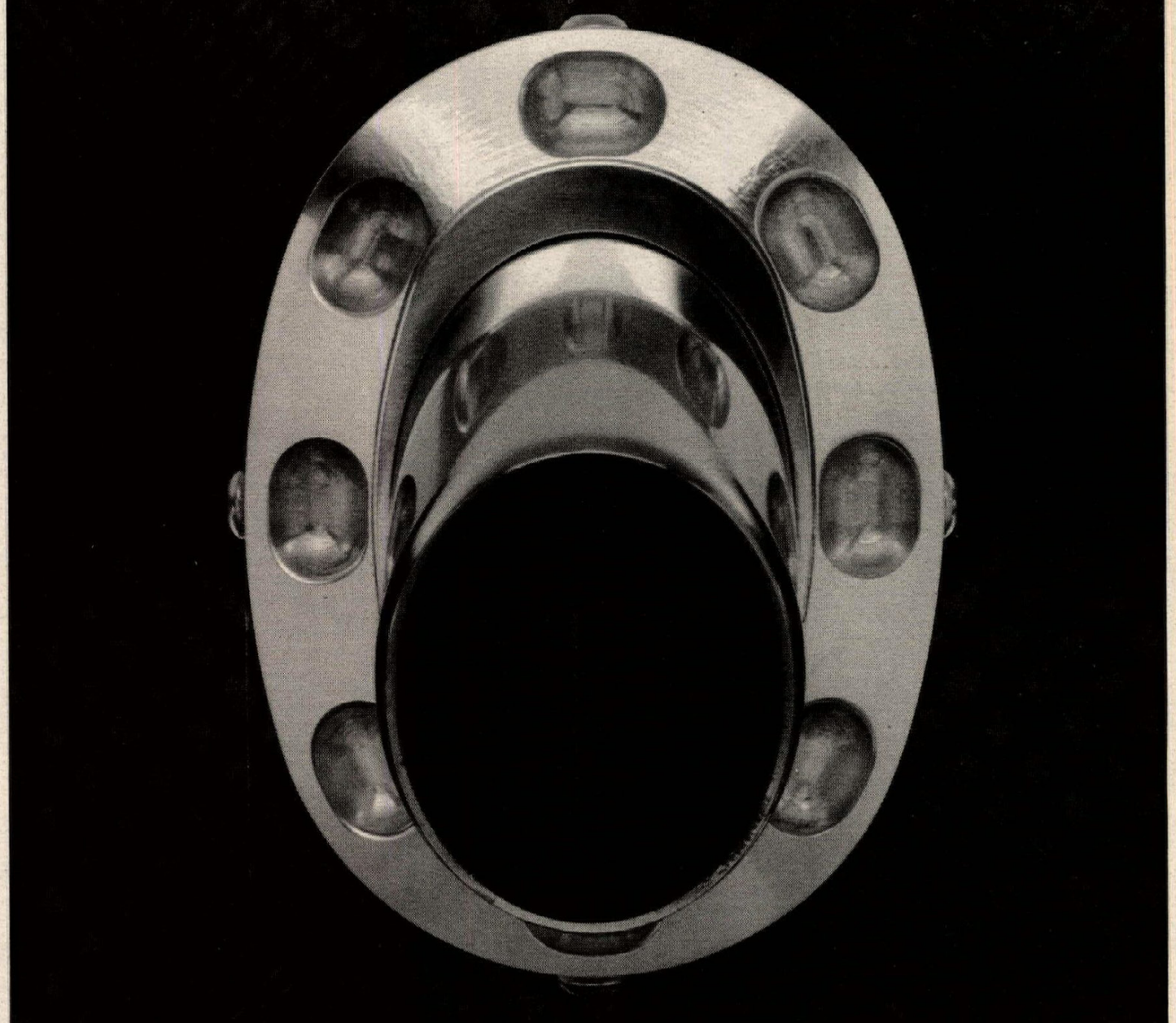
Vet Intermediate rider Rick Tiago gave the slightly damp race number two a look over and then took his new KX250 to the easy win while Scott Larson did the chasing. Zoom Cycles' Glen Zetterquist topped the Sportsman 250cc class on his CR250 Honda over Steve Mason and Eric Grass while Jim Inguglia beat out Steve Bradies for the rest of the Vet/OT brass.

The High Noon Shootout for the "anything goes" two-hour racers saw Bruce win once again after chasing down the team of Dan Hart and Eric Ploude just past the halfway point.

Ricky Roach and brother Donny Hart were third overall and second in the Enduro-thon class in front Hummel/Marriner, while Steve Randazzo was second Ironman over Greg Kamholz and Super Senior/cross country steward Edd Haymond, who gave the kids fits on his KTM.

The Vintage/Beater and Mini classes were

"I couldn't stay in your draft!"



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Tim Beatty (22) held off Eric Schnell (40) for victory in the 125cc Intermediate class at Perris Raceway.

combined with XR100s, and the class was won by Mark Chave, who bested Paul Ungars. Chad Biel was the fastest rider in race number five, and Rod Lake finished second, scoring another trophy on his potent 350cc XL Honda.

Results

RACE 1: 1. Joe Bruce (Yam); 2. Scott Heywood (Yam); 3. Bob Cope (Hon).

RACE 2: 1. Rich Tiago (Kaw); 2. Glen Zetterquist (Hon); 3. Scott Larson (Yam); 4. Jim Ingoglia (Hon); 5. Eric Grass (Hon).

RACE 3: 1. Joe Bruce (Yam); 2. Dan Hart/Eric Ploude (Kaw); 3. Ricky Roach/Don Hart (Hon); 4. Steve Randazzo (Yam); 5. Edd Haymond (KTM).

RACE 4/5: 1. Chad Biel (Yam); 2. Rod Lake (Hon); 3. Mark Chaves (Hon); 4. Paul Ungaro (Hon).

Beatty bags Perris MX victory

By Tony Alessi

PERRIS, CA, NOV. 12

Tim Beatty brought pride to his dealer, North County Yamaha, by posting a double moto sweep of the 125cc Intermediate class during round two of the GFI Dealers Series at Perris Raceway.

The first moto saw Randy Danylo pull the holeshot. Danylo, who was racing his first Intermediate race after a recent transfer from the Novice ranks, was no match for Beatty or Eric Schnell, who both promptly passed Danylo by the end of the first lap.

Beatty set a blistering pace that none of the other racers could match and went on for the eventual win over Schnell and Glenn Branson, who was racing his new Honda for the first time.

Beatty led the way in the all-important second moto, but this time he had Schnell breathing down the back of his jersey. The two riders engaged in arguably the best battle of the day.

Schnell seemed the faster of the two but every time Schnell poked a wheel in, Beatty would look over and block the line.

The two raced inches apart the remainder of the race, with Beatty prevailing in the end. Schnell rode great but had to settle for second in front of Ray Bowers and former minibike ace Jerry Aleman, who was debuting his new YZ125.

Sean Hamblin was the star mini racer of the day, as he smoked to a pair of uncontested moto wins in the 80cc Intermediate class. Chris Rogers was equally impressive in the 80cc Novice class by scoring the overall victory after two motos of close racing with Dylan Lord.

Results

50 OPEN: 1. Mike Alessi (Cob).

50 STK (4-6): 1. Jeff Alessi (Yam); 2. Michael Lapaglia (KTM); 3. Dallas Peick (Yam); 4. Weston Peick (Yam).

60 BEG: 1. Zac Wray (Kaw); 2. James Baker (Kaw); 3. Dane Jackson (Kaw).

60 OPEN: 1. Nick Alvarez (Kaw); 2. David Sullens (Kaw).

60 NOV: 1. Brock Bolling (Kaw); 2. Joe Hamilton (Kaw); 3. Mike Alessi (Kaw); 4. Nicholas Wells (Kaw).

80 F/T: 1. Daniel Delgado (Yam); 2. Mike Johnson (Yam).

80 BEG: 1. Taylor Nelson (Yam); 2. Sean Peer (Yam); 3. Brandon Staddan (Suz); 4. Bryan Blagg (Yam); 5. R.J. Service (Yam).

80 NOV: 1. Chris Rogers (Suz); 2. Dylan Lord (Hon); 3. Jason Ciarletta (PAX); 4. Peter Dutton (Yaw); 5. Corey Daly (Yam).

80 INT: 1. Sean Hamblin (Yam); 2. Dustin Ryley (Yam).

125 BEG: 1. Mark Henderson (Kaw); 2. Jeremy Langham (Yam); 3. Justin Leeds (Hon); 4. Jeremiah Puvogel (Suz); 5. Derek Ferrell (Kaw).

125 NOV: 1. Josh Warner (Suz); 2. Mike Todd (Yam); 3. Pete Roles (Suz); 4. Cory Gibbons (Hon); 5. John Sanders (Suz).

125 INT: 1. Tim Beatty (Yam); 2. Eric Schnell (Yam); 3. Raymond Bowers (Hon); 4. Glenn Branson (Hon); 5. David Hughes (Yam).

250 BEG: 1. Myke Strafford (Yam); 2. Nathan Perkins (Yam); 3. Ceasar Galvez (Yam); 4. Joe Webb (Hon); 5. Eric Scott (Kaw).

250 NOV: 1. Pete Roles (Suz); 2. Kelly Patton (Hon); 3. Kyle Baird (Suz); 4. Paul Kellen (Yam).

250 INT: 1. Raymond Bowers (Hon); 2. Vince Poll (Suz).

250 PRO: 1. Travis Preston (Yam); 2. Shaun Perolio (Kaw); 3. Ty Kady (Suz).

500 NOV: 1. Karl Holmberg (KTM).

25+ BEG: 1. Myke Strafford (Yam); 2. Chris Alamangos (Suz); 3. Mike Koger (Hon); 4. Darin Murdoch (Hon); 5. David Walker (Hon).

25+ NOV: 1. Paul Kellen (Yam); 2. Jamie Young (Yam); 3. Kevin Wheat (Yam); 4. Jon Nixon (Kaw); 5. Mark Fishburn (Kaw).

25+ INT: 1. Randy Danylo (Suz).

30+ BEG: 1. Kris Barker (Yam); 2. Matt Nelson (Hon); 3. Karl Holmberg (KTM); 4. Gary Harada (Yam); 5. Jeff Eary (Yam).

30+ INT: 1. Jim Henn (Hon); 2. Stan Galvez (Yam).

30+ PRO: 1. Willy Musgrave (Yam).

35+ NOV: 1. Vincent Clark (Hon); 2. Randy Paulin (Yam); 3. Bob Kerz (Kaw).

35+ INT: 1. Randy Skinner (Suz); 2. Jack Phinn (Hon).

40+ EX: 1. Gary Jones (KTM); 2. Alan Olson (Hon); 3. George Kohler (Kaw); 4. Ray Pisarski (Hon); 5. Bengt Johansson (Yam).

Three Creek HS to Ricketts

By Paul Michels

GREENVILLE, KY, OCT. 30

Shad Rickets aboard his Modern Tire/Bob's Cycle-backed ATK outdistanced the competition on a day of action-packed competitive racing in all classes during the three Creek Hare Scramble in the rolling hills of Western Kentucky.

For Rickets, this win was especially sweet since it was his first major win after suffering a crash in April that shattered his wrist. The day didn't start out so well for Rickets, as he circled in eighth place on the first lap after having to stop and make some minor adjustments on his clutch levers. This allowed Mike Cornett, in his rookie year as a AA competitor, to take first place. Cornett continued to build a lead on the rest of the AA class until a tangle with a lapped rider on the third of six laps ended the charge.

Cornett was up and going again but not until Ricketts, who had been steadily working his way to the front, shot past. Cornett continued in second until the fifth lap when disaster struck in the form of a rear flat tire. John Machino got around, as did Jared Green aboard a KLX650 Kawasaki. Machino and Green continued their battle over second and third to the finish in that order.

Former National Hare Scrambles Champion Tony Hendon, now a Vet A rider, caught and passed a struggling Cornett on the last lap. Another top competitor was Kawasaki-mounted Doug Jones, who also fell victim to a flat tire but managed to hold on to fifth in the AA class.

Results

AA: 1. Shad Ricketts (ATK); 2. John Machino (KTM); 3. Jared Green (Kaw); 4. Mike Cornett (Hon); 5. Doug Jones (Kaw).

SR: 1. Paul Michels (ATK); 2. Ronnie Hackett (Suz); 3. Sidney Robinson (Kaw); 4. Larry Still (Hon); 5. Jimmy Etheridge (KTM).

4-STRK: 1. Cody Maxvell (Kaw); 2. Eddy Taylor (Kaw); 3. Steve Thomas (Kaw); 4. Billy Proffitt (Hon); 5. Greg Prince (Hon).

250 A: 1. Mike Harris (Kaw); 2. Steve Gordon (Kaw); 3. Robbie King (Kaw); 4. David Mull (KTM); 5. Tray Lee (KTM).

125 B: 1. Rick Sims (Yam); 2. Jeff Titzer (Suz); 3. Earl Bramblett (Kaw); 4. Robert Clark (Hon); 5. Nathaniel Smith (Suz).

250 B: 1. Chris Hicks (Kaw); 2. Robert Robinson (Kaw); 3. Raymond Patterson (Suz); 4. Lance Smith (Yam); 5. Timmy Pool (Kaw).

VET B: 1. Brian Breci (Yam); 2. Dave Lamberth (Kaw); 3. Kip Haynie (Hon); 4. Glen Ferguson (Suz); 5. Phil Cochran (KTM).

OPEN A: 1. Harvey Whitaker (Hon); 2. Mike Monroe (Hon); 3. Wade Perry (Hon); 4. Michael Sanders (KTM); 5. Mark Hoshach (KTM).

S/SR: 1. John Giles (Yam); 2. Janson Dukes (Kaw); 3. William Smith (Hon); 4. Mike Garrett (Hon); 5. Patrick Friedburger (Hon).

200 A: 1. Mike Garrett (Kaw); 2. Taras Massey (Kaw); 3. William Short (Hon); 4. Darin Phillips (Yam); 5. John Leonard (Kaw).

VET A: 1. Tony Hendon (Suz); 2. Scott Martin (Kaw); 3. Barry Brazier (Yam); 4. Dallas Mayer (Yam); 5. Kenny Satterfield (Kaw).

200 B: 1. Marty Stinenett (Kaw); 2. Clint Robinson (Kaw); 3. Corey Corkright (Yam); 4. Darrin Bradley (Kaw); 5. Richard Working (Kaw).

OPEN B: 1. David Kidwell (KTM); 2. Ricky Miller (Yam); 3. Robert Lich (Kaw); 4. Roger Hendon (Hon); 5. Chris Beard (Hon).

WMN: 1. Sera Arnold (Hon); 2. Dori Sims (Kaw); 3. Eileen Kallaher (Suz); 4. Michelle Demite (Kaw).

L/W TRAIL: 1. Kevin Creeknun (Hon); 2. Randy Hick (Kaw); 3. Mark Akers (Kaw); 4. Donnie Ragers (Suz); 5. James Bailey (Hon).

H/W TRAIL: 1. Tom Squires (Kaw); 2. Shane Gillespie (Yam); 3. Randy Bailey (Suz); 4. John Kress (Suz); 5. Rob Zyonhurst (Hon).

Swink scrambles to Ocala Hare Scrambles win

By Kyle Myers

OCALA, FL, NOV. 5-6

Former factory Suzuki teamster and new Honda of Troy rider Brian Swink made his hare scrambles debut a successful one by topping the AA competition during the Big Scrub Trail Riders annual Hard Rock III Hare Scrambles at the Florida Motosports Complex.

When the horn sounded at noon on Sunday, the AA and A riders ran to their machines, started them and hit the MX course. Veteran Kenny Keylon led the way with Mike Phillips and Robert Possehl following. Swink was about 20th entering the first corner. By the end of the motocross section, Swink had a five-second lead over Phillips entering the woods. Swink then fell twice in the woods on the opening lap, but was ahead at the end of lap one. Phillips was about five seconds back of Swink and some 10 seconds ahead of third-place rider Possehl.

Just after completing two of four laps, Swink had to stop for fuel, and Phillips moved by to take the lead entering the motocross portion of the track. Phillips' lead lasted only two turns, as Swink flew by to move back into the point position. Swink on his Pro Circuit/Scott/Jugs/Dunlop/Troy-Lee/UFO/Bell/Sidi/Airwalk/Suzuki of Ocala-backed RM pulled away to take the win several seconds ahead of Phillips.

In other racing action Honda/Suzuki/Kawasaki of Ocala teammates Sonny Smith and Mike Lepp battled the entire 29 miles. Lepp bogged in a mudhole with half a lap to go, giving Smith the win. Lepp restarted and finished third behind Mike Suddeth.

Results

B-MINI: 1. Brandon Coffey; 2. Chaz Northey; 3. Ricky Basile; 4. Steve Rhodes; 5. David Settle.

JR: 1. Bryan Watts; 2. Nick Myers; 3. Todd Kenwood; 4. Tony Martinez; 5. Jason Myers.

AA: 1. Brian Swink (Suz); 2. Mike Phillips (Hon); 3. Robert Possehl (KTM).

125 A: 1. Will Hooper; 2. Steve New; 3. Donnie Skipper; 4. Curt Epperson; 5. Mario Rivera.

200 A: 1. Scott Gaeler; 2. Steve Hill; 3. Maynard Patterson; 4. Robbie Brantley; 5. Jeff Kenwood.

250 A: 1. Bobby Moriarty; 2. Joey Argentine; 3. Jason Chamber; 4. Rich Howard; 5. Paul Seburn.

OPEN A: 1. Kevin Lorden; 2. Mike Amedeo; 3. Mark Coffey; 4. Conrad Ergenmann.

125 B: 1. Ryan Kelley; 2. Clif Roders; 3. Brad Martinez; 4. Jason Longworthy; 5. Mickey Cloninger.

200 B: 1. Robert LaLonde; 2. Mark Holley; 3. Bill Leonard; 4. Robert Jones; 5. Rick Holley.

250 B: 1. Sonny Smith; 2. Mike Suddeth; 3. Mike Lepp; 4. Ed Butler; 5. Phil Peatross.

OPEN B: 1. Marty Dietz; 2. Kurtis Stonehouse; 3. Robert Polanis; 4. Scott Frystak; 5. Mike Lorden.

125 C: 1. Carlos Rivera; 2. David Patterson; 3. Ralph Martin; 4. Ray Petutsky; 5. Todd Gavin.

200 C: 1. Phil Russell; 2. Charlie Gall; 3. Gene Williams; 4. Scott Kaelin.

250 C: 1. Allan Drahellm; 2. Bog Ganger; 3. Mike Nicley; 4. Gary Gilliam; 5. Mark Borders.

OPEN C: 1. Kevin Swem; 2. Greg Branham; 3. Scott Bell; 4. Mike Hotalen; 5. Mark Parker.

WMN A: 1. Jenni Terrell; 2. Cheryl Myers; 3. Kathie Frank; 4. Vicki Wilcox; 5. Kerri Terrell.

WMN A: 1. Sheila Smith; 2. Laurie Brennan; 3. Glenda Lagasse.

MSTR A: 1. Emmett Cox; 2. Don Thrasher; 3. Ron Hawk; 4. Denny Lucier; 5. Dave Henry.

MSTR B: 1. Rich Areavbright; 2. Ron Bowles; 3. Al Talbott.

SR A: 1. Les Burnside; 2. Tim Earl; 3. Scott Sears; 4. Bernie Noel; 5. Rick Thorpe.

SR B: 1. Jeff Forrest; 2. Jim Marchant; 3. Ed Bull; 4. Bill Berry; 5. Tim Pangburn.

SR C: 1. Jim Squire; 2. Alan Jackson; 3. Robert Armstrong; 4. Jack Hall; 5. Rick Wheeler.

S/SR A: 1. David Kuka; 2. Randy Faul; 3. David Johnson; 4. Johnny Thomas; 5. Glenn Forester.

S/SR B: 1. Bob Vaughan; 2. Robert Anderson; 3. Terry Enyart; 4. Mike Morgan; 5. Rick Anderson.

S/SR C: 1. Shane Henry; 2. Al Laasse; 3. Joe Steidl; 4. Robert Poneeit; 5. Mark Rhoade.

4-STRK A: 1. Kenny Boyd; 2. Chris Reynolds; 3. Pat Post; 4. Chad West; 5. Tim Myers.

4-STRK B: 1. Graham Kimble; 2. G. Frank Fiegl; 3. Gordon White; 4. Kevin Hodge; 5. Dylan Gulbreath.

Daniel Boone Motocross produces several winners

By Kathy Smith

LONDON, KY, OCT. 16

The mountains provided the perfect backdrop for the splendid racing that took place at the Daniel Boone Motocross Park during the Honda Backwoods Shootout Series final round. Riders came to compete one last time for points in the series, as well as trophies and other prizes. Because it was the final round, the fans were treated to some competitive racing, as the riders attempted to hold or improve their positions in the series.

There was some great racing in the Open class, where Bill Hastings took home the overall victory. Randy Farris earned second overall with a good ride. Mark Guy showed his stuff in the 25+ A class, as he raced to an overall win. Jake Morris looked outstanding as he notched triple victories, winning in the 80cc Senior class, the Schoolboy class, and the 125cc B class.

The first moto of the 50cc class was packed with excitement as Shane Obanion and Alexander Hunter battled it out for first position. During the third lap, Hunter was able to shoot ahead in a turn. Hunter rode hard and held the lead for nearly a whole lap, but he went down in another turn. Obanion took advantage of the mishap to pull ahead, take the lead, and win the first moto. Kara Ann Taylor finished second, while Hunter took third place.

Obanion rode well in the second moto, finishing first, to grab the overall win. Hunter moved up, finishing second, for second place overall, and Taylor took third place overall.

Results

50 (4-6): 1. Patrick Gabehart (Yam); 2. Justin Sipes (Itj); 3. Justin Jacobs (Yam); 4. Daniel Palon (Yam); 5. Jarod Scalf (KTM).

50 (7-8): 1. Shane Obanion (Itj); 2. Alexander Hunter (Itj); 3. Kara Ann Taylor (Yam); 4. Emilie Klamfoth (Yam).

60: 1. J.R. Carter (Kaw); 2. Thomas Ryan Sipes (Kaw); 3. Joshua Haynes (Kaw); 4. James Maxim III (Kaw); 5. Matthew Richey (Kaw).

80 D: 1. Jamie Hainer (Kaw); 2. Dustin Eduardo (Kaw); 3. Mark Hobbs (Kaw); 4. Dustin Smith (Kaw); 5. Skyler Fugate (Yam).

80 JR: 1. Ben Riddle (Kaw); 2. J.R. Carter (Kaw); 3. Thomas Ryan Sipes (Kaw); 4. Christopher Heath (Hon); 5. Jacob Saylor (Kaw).

80 SR: 1. Jake Morris (Yam); 2. Adam C. Vaughn (Kaw); 3. Kelly Taylor (Yam); 4. Ricky L. Hembree (Kaw); 5. Chris Powrey (Yam).

SCHBY: 1. Jake Morris (Yam); 2. Nick Turner (Suz); 3. Adam C. Vaughn (Kaw); 4. Ben Riddle (Kaw); 5. Brian Hodges (Yam).

125 D: 1. Scotty Moyers (Kaw); 2. Dennis Halcomb (Kaw); 3. James Jenkins (Hon); 4. David Buis (Hon); 5. Michael Burba (Kaw).

125 C: 1. Jason Waters (Kaw); 2. Robert Goldson (Suz); 3. Christopher Hedrick (Hon); 4. Brian Young (Kaw); 5. Nick Turner (Suz).

125 B: 1. Jake Morris (Yam); 2. Daniel Nelson (Suz); 3. Jimmy Brooks (Suz); 4. Gregory Nicholas (Suz); 5. Brian Bourne (Kaw).

125 A: 1. David Culton (Hon); 2. Gary Baker (Hon).

250 D: 1. Darrell Reddix (Hon); 2. David McWilliams (Hon); 3. Troy Hughes (Hon); 4. Scott Higgens (Hon); 5. Ronnie Adkins (Kaw).

250 C: 1. Raymond Terry (Hon); 2. Jeff Blair (Hon); 3. Mike Clark (Yam); 4. Duane Hensley (Yam); 5. Eric Gill (Kaw).

250 B: 1. Gary Tim Winters (Kaw); 2. Mike Baker (Kaw); 3. Shane Gillespie (Yam); 4. Bill Hastings (Yam).

25+ C: 1. Paul Allison (Kaw); 2. Michael P. Lauth (KTM).

25+ B: 1. David Farris (KTM); 2. Steve Kiosler (Kaw); 3. Gene Hodge II (Kaw); 4. George Adkins II (Kaw); 5. Mike Howard (Yam).

25+ A: 1. Mark Guy (Yam); 2. James Drake (Yam).

30+ C: 1. Gary Baisden (KTM); 2. Dennis Halcomb (Kaw); 3. Randy Farris (KTM); 4. Gary Reynolds.

30+ B: 1. David Farris (KTM); 2. Gene Hodge III (Kaw); 3. Steve Kiesler (Kaw); 4. Dennis Scalf.

30+ A: Mark Guy (Yam); 2. James Drake (Yam); 3. Timothy Smith (Yam).

40+: 1. Gary Baisden (KTM); 2. Johnny Gibson (Yam); 3. Gene Campbell (Hon).

OPEN: 1. Bill Hastings (Hon); 2. Randy Farris (KTM); 3. Joey Southard (Hon); 4. James Green (Hon); 5. Tim Star (KTM).

N/C ENDURO: 1. Steve Jacobs (Hon); 2. Michael Lauth (KTM); 3. Donald Estes Jr. (Yam).

Frecker fast at Honda Hills MX

By Rupert F. Pellett

LINVILLE, OH, NOV. 5

Jason Frecker was on fire as he swept all four of his motos in the Schoolboy and 125cc B divisions at Honda Hills Motosports Park.

In the first Schoolboy moto, Frecker flew his Honda into a great holeshot with Chris Berry and local fast-boy Wes Boyd in hot pursuit. A small pileup occurred in the first corner, with the last three riders all tangled up and permitting the front-runners to escape. Boyd quickly took over second place from Berry by sliding inside in a fast corner at the south end of the track and turning up the wick as he set his sights on Frecker. Boyd was soon able to catch up to Frecker, but Frecker would only allow Boyd to sniff his rear fender, as he smoothly motored around the fast-paced circuit. Boyd was riding on the wild side as he exploded berms trying to catch Frecker, but it was not to be, and Boyd would have to settle for second at the checkered flag, followed by Berry and Harold Goings.

Frecker showed that he knows how to start a race as well as finish one by pulling another holeshot in the second moto. Boyd quickly found himself in second place with J.C. Cravens in third and Berry in fourth. Frecker would not allow Boyd to get too close, and by the end of the moto he had established a nice lead over second-place Boyd, with Berry getting around Cravens for third.

The 125cc B class saw Frecker face early opposition from Joey Devault and Troy Swartz, but once again, Frecker was victorious in both motos.

The ever exciting and controversial 50cc

class witnessed the introduction of a new player in the Micro-Mini division - the 1995 KTM 50 SXR. Michael Willard came out of retirement to fly the new mini rocket to a pair of first-place finishes followed by D.R. Atwood piloting another trick new KTM to second place.

Results

50: 1. Michael Willard (KTM); 2. D.R. Atwood (KTM); 3. Kyle McKenzie (LEM); 4. Travis McElfresh (Yam); 5. Kyle Preston (LEM).

65: 1. David Whitcraft (Kaw); 2. Willy Browning (Kaw); 3. Dustin Cottrill (Kaw); 4. Andy Willard (Kaw); 5. Chris Whitcraft (Kaw).

MINI JR: 1. David Whitcraft (Suz); 2. Shaun Kuchler (Kaw); 3. Scott Kuchler (Kaw); 4. Andy Willard (Hon); 5. Willy Browning (Yam).

MINI SR: 1. Mark Burkhart (Hon); 2. Christopher Berry (Yam); 3. J.C. Cravens (Yam); 4. Jeremy Caudill (Hon); 5. Jess Hicks (Kaw).

SCHBY: 1. Jason Frecker (Hon); 2. Wesley Boyd (Suz); 3. Christopher Berry (Yam); 4. Harold Goings (Suz); 5. J.C. Cravens (Yam).

17-24: 1. Adam Johnson (Hon); 2. Larry Walker (Hon); 3. Jim McAlte (Hon); 4. Jon Fletcher (Suz); 5. Pat Thrall (Kaw).

25+: 1. Gerry Bennett (Hon); 2. Tim Peck (Suz); 3. Ken Thomas (Hon); 4. Steve Anneshasley (Hon); 5. Joe Weghan (Hon).

30+: 1. Tim Peck (Suz); 2. Richard Robinson (Hon); 3. Gerry Bennett (Hon); 4. Mark Matheis (Yam); 5. Scott Caldwell (Yam).

40+: 1. Gerry Bennett (Hon); 2. Larry Shumaker (Yam); 3. Tim Root (Yam); 4. Bill McKeever (Hbg); 5. Chris Swenson (Hon).

125 A: 1. Josh Demuth (Yam); 2. John Sims (Kaw); 3. Ray Denig (Kaw); 4. Wesley Boyd (Suz).

125 B: 1. Jason Frecker (Hon); 2. Joey Devault (Hon); 3. Troy Swartz (Kaw); 4. Adam Johnson (Hon); 5. Josh Dudley (Hon).

125 C: 1. Larry Walker (Hon); 2. Lane Treater (Hon); 3. Nick Kowalski (Suz); 4. Chris Kuhn (Kaw); 5. Terry Collins (Suz).

250 B: 1. Greg Hubbs (Hon); 2. Ken Thomas (Hon); 3. Jeff Swenson (Yam); 4. Pat Thrall (Kaw).

250 C: 1. Mark Matheis (Yam); 2. Greg Orr (Suz); 3. Philip Leist (Kaw); 4. Jeremy Lutz (Hon); 5. Trevor Welch (Kaw).

OPEN B: 1. Scott Thompson (Yam); 2. Chris Swenson (Hon).

WMN: 1. Missy Mitchell (Hon).

Team Green rules Lake Whitney Motocross

By Kat Spann

WHITNEY, TX, NOV. 6

Team Green rookies Chase Reed, Dusty Fountain and Travis Elliott proved to all why they qualified to be a part of the Team Green family, as they joined second-year Team Green 80 riders Beau Boynton and Derek Gerdes during round five of the GNC Top Texan Series at Lake Whitney Cycle Ranch.

The 80cc Junior (7-11) event had Team Green/Archies Kawasaki/Fox-backed Chase Reed and Team Green/Grapevine Kawasaki/MSR-sponsored Dusty Fountain face off with each taking a moto win, but Fountain grabbing the overall. Fountain was hot with holeshots in both motos, chased by Derek Gerdes in moto one, who took over the lead on lap two in the Tower Sweeper and led to the finish. Moto two saw Fountain once again out front, but this time Reed got the better of him on lap three and took the moto win. Fountain was able to claim the overall with his consistent 2-2 tally, while Reed grabbed second overall with a 4-1. Oklahoma's Chad Cook took third overall with his 3-3 finish, while Gerdes finished fourth with a 1-5 score.

The 80cc Senior age classes were also controlled by Team Green Power when Team Green/Grapevine Kawasaki/ MSR's Beau Boynton headlined the overall in the (12-13) division with a 2-1 finish over Suzuki-mounted Mark Thompson's 1-2 finish. Team Green/Clear Lake Kawasaki rookie Travis Elliott rode uncontested in the (14-16) group and took top honors with 1-1 finish.

The 80cc Open division was green all over again, as Boynton stole both moto holeshots and led the class throughout both races. Elliott passed Fountain over the Dolly Doubles for third as they headed into the last half of the final lap, and then got around Thompson in the river bottom to chase Boyton to the checkered flag in second.

Boynton ran out front in moto two, with Elliott in second, followed by Heath Frazier. Elliott did all he could to get a line on Boynton, but Boynton held his ground and did not relent, taking the checkered flag first, followed by Elliott, Gerdes and Reed. Boynton took top honors, followed by Elliott's 2-2 finish for second and Reed's 6-4 tally for third.

Results

50: 1. Jonathan Kerr (Yam); 2. Brandon Thompson (Yam); 3. Cody Dickey (Yam); 4. Quinn Harris (Yam); 5. C.T. Dickey (Yam).

60: 1. Chase Reed (Kaw); 2. Chad Cook (Kaw); 3. Matt Hunter (Kaw); 4. Mike Odom (Kaw); 5. Hunter Elliott (Kaw).

80 BEG: 1. Patrick Wright (Kaw); 2. Dustin Cantrell (Yam); 3. B.J. Breeden (Yam); 4. Bryan Piccirelli (Kaw); 5. Philip Kollaja (Yam).

80 JR (7-11): 1. Dusty Fountain (Kaw); 2. Chase Reed (Kaw); 3. Chad Cook (Yam); 4. Derek Gerdes (Kaw); 5. Matthew Fleetwood (Kaw).

80 SR (12-13): 1. Beau Boynton (Kaw); 2. Mark Thompson (Suz); 3. Adam Mennenga (Kaw); 4. Heath Frazier (Kaw); 5. Brad Batham (Kaw).

80 SR (14-16): 1. Travis Elliott (Kaw); 2. Andre Johnson (Suz); 3. Mchael Brock (Suz); 4. Zack Christian (Suz); 5. Chris Smith (Yam).

80 OPEN: 1. Beau Boynton (Kaw); 2. Travis Elliott (Kaw); 3. Chase Reed (Kaw); 4. Heath Frazier (Kaw); 5. Dusty Fountain (Kaw).

125 BEG: 1. Derek Eastly (Hon); 2. Stepehn Cuthbertson

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Beau Brown hammered to the 80cc A main at the Vancouver Short Track.

(Hon); 3. Joe Gregorik (Kaw); 4. Rex Thomas (Kaw); 5. Kyle Martin (Suz).

125 NOV: 1. Earl Kephart (Yam); 2. Daniel Patton (Kaw); 3. Jeremiah Moore (Hon); 4. Jayson Shatto (Yam); 5. Matt Minyard (Kaw).

125 INT: 1. Charley Bogard (Suz); 2. Chris Torrance (Kaw); 3. Sprint Haynes (Hon); 4. Jay Grimm (Suz); 5. Mike Battaile (Kaw).

125 EX: 1. Clay Hoenshell (Suz); 2. Tim Hodes (Hon); 3. Jeff Schwirtz (Hon); 4. Dennis Bonner (Kaw); 5. Michael Peacock (Kaw).

125 OPEN: 1. Charley Bogard (Suz); 2. Chris Torrance (Kaw); 3. Jay Grimm (Suz); 4. Shawn Smith (Hon); 5. Ben Gary (Yam).

250 OPEN/BEG: 1. Dwayne Rowan (Kaw); 2. James Proctor (Kaw); 3. Steve Jones (Hus); 4. Scott Wheeler (Hon); 5. Arthur Perez (Yam).

250 NOV: 1. Keith Beaty (Kaw); 2. Todd Watson (Hon); 3. John Sheffield (Yam); 4. Steve Jones (Yam); 5. Chris Florio (Kaw).

250 INT: 1. Ross Dhayer (Kaw); 2. Sprint Haynes (Hon); 3. Travis Spann (Suz); 4. D.L. Wood (Kaw); 5. Scott Rice (Kaw).

250 EX: 1. Clay Hoenshell (Suz); 2. Jeff Schwirtz (Hon); 3. Hunter Carothers (Hon); 4. Darryl Wills (Yam); 5. Deacon James (Kaw).

250 OPEN: 1. Sprint Haynes (Hon); 2. Travis Spann (Suz); 3. D.L. Wood (Kaw); 4. Ty Howard (Yam); 5. Allen Reed (Hon).

500 OPEN: 1. Ray Jennings (Yam); 2. Allen Reed (Hon); 3. James Stainton (Kaw); 4. Hank Hodes (Kaw); 5. Kelly Fleetwood (Kaw).

0-25 NOV: 1. Brian Smith (Hon); 2. Chris Stitham (Kaw); 3. Brad Mills (Yam); 4. Jeff Haney (Hon); 5. Kevin Russell (Kaw).

0-25 INT: 1. Ray Jennings (Yam); 2. Tom Arthur (Kaw); 3. Mark McNeill (Yam); 4. Hank Hodes (Kaw); 5. Jeff Cas (Hon).

0-25 EX: 1. Clay Hoenshell (Suz); 2. Darryl Wills (Yam); 3. Hunter Carothers (Hon); 4. Willie Phee (Hon); 5. Joey Hardin (Kaw).

0-30 NOV: 1. Kelly Fleetwood (Kaw); 2. Chris Stitham (Kaw); 3. Kinnie McGraw (KTM); 4. Andy Thompson (Yam); 5. Chris Powell (Kaw).

0-30 INT: 1. Hank Hodes (Kaw); 2. Mike Satterfield (Kaw); 3. Steven Chappell (Kaw); 4. Todd Watson (Hon); 5. Tom McLaughlin (Hon).

0-30 EXPERT: 1. Clay Hoenshell (Suz); 2. Willie Phee (Hon); 3. Hunter Carothers (Hon); 4. Chris Pritchitt (Hon); 5. Joey Hardin (Kaw).

40+: 1. Jeff Haney (Hon); 2. Kinnie McGraw (KTM); 3. Darrell Bishop (Kaw); 4. Jack Siegrist (Yam); 5. Jim Ricci (Suz).

Haug, Curry clash at Vancouver Short Track

By Clay Light
Photo by Allan's Racing Photos

VANCOUVER, WA, NOV. 13

Nationally ranked AMA Experts Rex Fisher and Chris Fitzhugh made rare appearances at the Clark County Fairgrounds Indoor Short Track race, but instead of finishing 1-2 in the Open Pro main as most anticipated, it was Yamaha-mounted Steve Haug and Rotax rider Josh Curry clashing for the first-place money.

Fisher, the National number-12-plate holder, had his woes begin in the Pro preliminaries, as his Rotax refused to start. Borrowing a Bultaco Astro, Fisher finished third to Seattle-area riders Haug and Fitzhugh in his heat. In the Open Pro main, Haug hooked up best and was never headed. Fitzhugh made a three-lap run at him until unloading while trying to sneak a wheel underneath Haug. Fisher was next to challenge Haug only to slide out himself. This allowed Curry to settle into second and challenge Haug for the victory but Haug was never headed.

The day wasn't a total washout for Fitzhugh, though, as the National number-51-plate holder won the 30+ A main. Fitzhugh also got revenge on teammate Haug, as Fitzhugh got the jump on the pack at the start and fended off each of Haug's rallies. The two Expert riders put on a great show, taking the first and second spots while Kenny McCann made it a Yamaha sweep of the top three.

Honda-mounted Joe Lenz, another newcomer to the series, rode spectacularly all day, winning the 250cc class heat race and backing it up with an impressive win in the main event. Oregon's Rick Hill pushed Lenz in the early portions of the 10-lap final, but each time Lenz would stretch out his lead, which he maintained to the checkered flag. Hill finished second while a battle for third between Tim Ricketts Sr. and Dan Dickson went Ricketts' way.

Kawasaki rider Beau Brown, one of the nation's top 80cc riders, continued his Northwest domination of the 80cc ranks, picking up a heat race win over fellow KX rider Sean Light and following it up with a main event victory.

Results

OPEN PRO: 1. Steve Haug (Yam); 2. Josh Curry (Rtx); 3. Chris Fitzhugh (Yam).

OPEN A: 1. Josh Curry (Rtx); 2. Kenny McCann (Yam); 3. Mark McCauic (Hon).

250 A: 1. Joe Lenz (Hon); 2. Rick Hill (Bul); 3. Tim Ricketts (Hon).

40+ A: 1. Allen Morinville (Hon); 2. Chuck Hodson (Tri).

30+ A: 1. Chris Fitzhugh (Yam); 2. Steve Haug (Yam); 3. Kenny McCann (Yam).

80 A: 1. Beau Brown (Kaw); 2. Timmy Ricketts (Hon); 3. Sean Light (Kaw).

Schneider, Stith double champs at Budds Creek MX

By Bev Gibson

BUDDS CREEK, MD, OCT. 29-30

Halloween weekend proved to be a real treat for two riders at the Maryland State Championship Race at Budds Creek MX, as John Schneider held off a strong challenges to take the 125cc and Unlimited B titles.

The two-day event was run with a two-moto format for A classes on Sunday and three motos over the two days for all others.

In the 125cc B class, Paul Zander pulled holeshots in motos one and two. It took several laps for Schneider to reach Zander's rear wheel. After putting up a strong defensive effort, Zander yielded the lead to Schneider for both wins. On Sunday, Schneider was the first one around the hairpin turn on the start, and he built a substantial lead that allowed him to hold on to win when his exhaust pipe came off on the next-to-last lap. Zander finished a solid second, with third going to Denny Williams, fourth to Daniel Miller and fifth to Robert Bowling.

In the 125cc A class, pro rider Kevin Crine pulled both holeshots and ran wire to wire. Second was split between Tom Welch and Shawn Rothstein, with the overall to Rothstein. John Mock experienced mechanical problems for a DNF In moto one but came back with a strong third in the second. Crine's double victory hopes proved to be a trick when after taking a clear win in moto one, his bike seized in the first lap of moto two and left the victory door open for Billy Schlag who took the title. Second overall went to Mike Peat and third to Ian Riley.

National Amateur Champion Travis Pastrana put on a skillful display of riding talent for the spectators' enjoyment to take the 80cc (7-11) title. A strong second and third was run by Massachusetts riders Chris Dunham and 60cc class winner Paul Veracka.

Results

Saturday

50 (4-6): 1. Jason Lawrence (LEM); 2. David Holt (Yam); 3. Kenny Day (Yam); 4. Curk Smart (Yam); 5. Chad Wages (Itj).

50 (7-8): 1. Jason Crisp (Yam); 2. Nick Evennou (Yam); 3. Chad Smart (Yam); 4. Justin Howell (Yam); 5. Lori Spence (Yam).

60: 1. Paul Veracka (Kaw); 2. Derek Burlew (Kaw); 3. Corey Hormes (Kaw); 4. Frankie Jackson (Kaw); 5. Chris Smart (Kaw).

80 (7-11): 1. Travis Pastrana (Suz); 2. Chris Dunham (Kaw); 3. Paul Veracka (Kaw); 4. Andrew Tsakanikas (Suz); 5. Derek Burlew (Suz).

80 A (12-15): 1. Aaron Day (Kaw); 2. Ben McCarthy (Suz); 3. Ryan Jones (Suz); 4. Kenny Bailey (Kaw); 5. Chris Day (Kaw).

80 B (12-15): 1. Joseph Zucharo; 2. Casey Winkle (Hon); 3. Michael Rothstein (Kaw); 4. Paul Esantis (Yam); 5. Weston Caple (Hon).

125 B: 1. John Schneider (Kaw); 2. Paul Zander (Yam); 3. Steve Moquin (Kaw); 4. Robert Bowling (Kaw); 5. Denny Williams (Yam).

125 C: 1. Amber Hughes (Suz); 2. Paul Hood (Yam); 3. Maurice Foster (Hon); 4. Jeff Slusher (Hon); 5. Scott Gibson (Hon).

125 D: 1. Joe Lucas (Hon); 2. Matt Harrison (Kaw); 3. Tom Nelson; 4. Robert Miller (Hon); 5. Gregg Battaglia (Yam).

250 B: 1. Frank Koenig; 2. Kevin Hadel (Hon); 3. Tony Sapanero (Hon); 4. Jason Parker (Kaw); 5. Glen Hoffman (Hon).

250 C: 1. Joseph Copeland (Kaw); 2. Jamie Amspacher (Kaw); 3. Jason Koenig; 4. Harry Mattingly (Hon); 5. Charles Copeland (Yam).

250 D: 1. Marty Fake (Suz); 2. John Trindel (Yam); 3. Joseph Tippett (Hon); 4. Joel Stewart (Yam); 5. Pedro Guerrero.

OPEN B: 1. Kevin Delpiaz (Hon); 2. Jeff Holloway (Hon).

U/L B: 1. John Schneider (Kaw); 2. Robble Wood (Suz); 3. Jeff Smith (Kaw); 4. Shannon Farver (Hon); 5. Mark Schweibinz (Hon).

U/L C: 1. Scot Gibson (Hon); 2. Phil Rouchard (Hon); 3. Jeff Hoffman (Yam); 4. Andy Franklin (Suz); 5. Robert Falcone (Hon).

25+ B: 1. Edward Askelson; 2. Kevin Dalpiaz (Hon); 3. Tim Crepp (Kaw); 4. Chris Aitken (Hon); 5. Tony Sapanero (Hon).

Vet B: AC Bruce (Yam); 2. Carl Cheek (Yam); 3. James Travis (Hon); 4. John Deleon (Hon); 5. Harvey Holconbe (Kaw).

SR: 1. A.C. Bruce (Yam); 2. Dave Veracka (Kaw); 3. Steve Proudfoot (Kaw); 4. M.L. Monroe (Yam); 5. Peter Tsakanikas (Hon).

Sunday

50 (4-6): 1. Jason Lawrence.

50 (7-8): 1. Jason Crisp.

60: 1. Paul Veracka.

80 (7-11): 1. Travis Pastrana.

80 A (12-15): 1. Aaron Day.

80 B (12-15): 1. Joseph Zucharo.

125 A: 1. Kevin Crine (Hon); 2. Shawn Rotnstein (Hon); 3. Chris Ritter (Hon); 4. Tom Welch (Yam); 5. Mike Peat (Hon).

125 B: 1. John Schneider.

125 C: 1. Amber Hughes.

250 A: 1. Billy Schlag (Kaw); 2. Mike Peat (Hon); 3. Ian Riley (Yam); 4. Nathan Jergens (Hon); 5. Terry Kennedy (Yam).

250 B: 1. Kevin Hadel.

250 C: 1. Joseph Copeland.

250 D: 1. Marty Fake.

OPEN A: 1. Ross Bartlett (Hon); 2. Mike Richards (Hon); 3. Rob McWhorter (Hon); 4. Dave Sorter (Kaw); 5. Joe Marini (Hon).

OPEN B: 1. Kevin Dalpiaz.

U/L A: 1. Matt Wells (Suz).

U/L B: 1. John Schneider (Kaw).

U/L C: 1. Scott Gibson (Hon).

25+ A: 1. Todd Stith (Kaw); 2. Mike Richards (Hon); 3. Chris Rhoten (Hon); 4. George Evans (Kaw); 5. David Camisi (Hon).

25+ B: 1. Edward Askelson.

VET A: 1. Todd Stith (Kaw); 2. Tim Schmelyun (Kaw).

VET B: 1. James Travis.

SR: 1. Paul Veracka.

Battle to Wood, war to Burleson at Turlock MX

By J.R. Canaguier

TURLOCK, CA, NOV. 13

The 125cc Intermediate class has had some of the closest fought races of the entire GFI North Fall Series. Consistency over the long haul was the key to this event, because there were so many riders capable of taking the overall. Orin Bray could have easily been the overall winner, but he failed to appear on this, the final round at Turlock MX, and consequently fell way back in the points.

The real battle came down to the wire between Jason Jenkins and Chad Burleson, each with at least one win to his credit. As the gate fell for moto one it was Nathan Wood putting his new red Honda into the lead, opening up a 10-second lead that was out of reach for the whole moto. Dennis Kritzer was the only rider able to keep Wood in sight as he cruised in for second.

Third through sixth was another story, though, as lap one ended with Charles Tracy just inches ahead of Jenkins, who was only five seconds ahead of Burleson. Closing fast on that trio was Clint Willis and Donavan Mitchell. Tracy miscalculated one of the many deep rutted corners in this challenging Oatfield track on lap two and wound up on the ground, giving way to Jenkins and Burleson, who closed to within a bike length of Jenkins, and the two went at it for three more laps with Willis staying just close enough to take advantage of a mishap by either of these guys.

On the fourth lap, in the turn following the two double jumps, Burleson tried to take the inside line from Jenkins, and the resulting tangle took Jenkins out, allowing Willis to get by. Jenkins was able to recover without losing any more ground, and the moto ended with Burleson, Willis and Jenkins rounding out the top five.

Moto two looked like a Kritzer runaway as he pulled the holeshot ahead of Wood, Burleson, Leo Tidwell and Craig Humphrey. A second-turn traffic jam set Jenkins back to eighth place. This was not where he needed to be, as he needed to beat Burleson by two places to take the series victory. Riding like a man possessed, Jenkins collected up Humphrey and Tidwell on lap two and set out for the front of the pack.

By the end of lap three, Jenkins had moved to within a few seconds of Burleson when Kritzer took a soil sample and let Wood by for the lead. Burleson was also able to get by Kritzer and they knew Jenkins was not far behind. Wood quickly put some serious ground on Burleson and on the final lap, Kritzer passed Jenkins back and the moto ended that way.

Results

PEE WEE (4-6): 1. Zach Henry (Yam); 2. Jarred Morrison (Yam); 3. James Leon (Yam); 4. Cory Pennington (KTM); 5. Zachery Han (KTM).

P/W (7-8): 1. Cory McDaniel (Yam); 2. Nathan Block (Yam); 3. Aaron Bergantz (Yam); 4. Pat Patterson (Hon); 5. Travis Perryman (Yam).

60 BEG: 1. Charlie Morrison (Kaw); 2. Iceman Hernandez (Kaw); 3. Brett Markarian (Kaw); 4. Wes Patterson (Kaw); 5. Justin Scotillolton (Kaw).

60 NOV: 1. Ryan Morais (Kaw); 2. Robert Harold (Kaw); 3. Joshua Hansen (Yam); 4. Brian Burson (Kaw); 5. Cory McDaniel (Kaw).

80 BEG: 1. Joey Allan (Suz); 2. David Klingenbeck (Yam); 3. Darin Pellin (Kaw); 4. Aaron Casados (Hon); 5. Jon Reploque (Kaw).

80 NOV: 1. Ryan Morais (Kaw); 2. David Boothe (Hon); 3. J.J. Cummings (Suz); 4. Kenny Heess (Yam); 5. Danny Ornales (Suz).

80 INT: 1. Jeff Northrop (Kaw); 2. Robert Blake (Kaw).

125 BEG D-1: 1. Paul Latala (Hon); 2. Calvin Andlovic (Suz); 3. Mike Hernandez (Yam); 4. Ron DeJesus (Suz); 5. Mike Aiello (Suz).

125 BEG D-2: 1. Ryan McCarthy (Kaw); 2. Branben Shelton (Kaw); 3. Brian Rinna (Hon); 4. Tony Landgraph (Hon); 5. Steve Remmer (Hon).

125 NOV: 1. Brett Racine (Kaw); 2. Seth Young (Hon); 3. Auggie Rodriguez (Kaw); 4. Ryan Duntsel (Hon); 5. Mike Goldstein (Hon).

125 INT: 1. Nathan Wood (Hon); 2. Chad Burleson (Hon); 3. Dennis Kritzer (Hon); 4. Jason Jenkins (Hon); 5. Charles Tracey (Suz).

125 PRO: 1. Michael Brandes (Yam); 2. Rick Ryan (Yam); 3. Rusty Holland (Suz); 4. Scott Myers (Yam); 5. Dan Paladino (Kaw).

250 BEG: 1. Andrew Mynatt (Hon); 2. Mike Sequndo (Hon); 3. Phil Sequndo (Hon); 4. Jason Mullaney (Hon); 5. Mike Wenstrand (Suz).

250 NOV: 1. J.R. Mason (Hon); 2. D.D. Elliott (Hon); 3. Seth Young (Kaw); 4. Josh Chisum (Hon); 5. Jesse Bath (Hon).

250 INT: 1. Chad Burleson (Hon); 2. Leo Tidwell (Hon); 3. Ben Shank (Kaw); 4. Clint Willis (Yam); 5. Donavan Mitchell (Yam).

250 PRO: 1. Rusty Holland (Suz); 2. Rick Ryan (Yam); 3. Pat Gomm (Yam); 4. Jim Clay (Yam); 5. Mack Myers (Yam).

500 BEG: 1. Phil Sequndo (Hon); 2. John Lundy (KTM); 3. Bill Jones (Hon); 4. Mike Spagnola (Hon); 5. Jerry Mott (Yam).

500 NOV: 1. Jesse Bath (Hon); 2. Mike Hunt (Hon); 3. Phil Caruso (Hus); 4. Sirhan Yetti (KTM); 5. Paul Bulinski (Hon).

500 INT: 1. Rick Mattos (Hon); 2. Bob Scott (Hon).

500 PRO: 1. Rick Ryan (Hon); 2. Rusty Holland (Hon); 3. Trevor Meagher (Hon); 4. Keith Meyes (Hon); 5. Geoff Woods (Hon).

25+ BEG: 1. Mike Segundo (Hon); 2. Mike Wenstrand (Suz); 3. Dan Mendoza (Hon); 4. James Hopper; 5. Don Hopper (Yam).

25+ NOV: 1. J.R. Mason (Hon); 2. Dan Castro (Yam); 3. Bob Pimentel (Hon); 4. Frank Dittman (Kaw); 5. Steve Nelson (Yam).

25+ INT: 1. Randy Medley (Kaw); 2. David Montgomery (Yam); 3. Todd Dameon (Hon); 4. Mike Hodges (Yam); 5. Ron Sharp (Suz).

25+ EX: 1. Darren Elliott (Hon); 2. Ron Allen (Yam); 3. Joe Shellingo (Hon); 4. Mark Richards (Hon); 5. Gary Blake (Yam).

VET BEG: 1. Rick Jost (Hon); 2. Steve Furtado (Hon); 3. Mike McEwen (Suz); 4. Jeff Cunningham (Suz); 5. David Lever (Hon).

VET NOV: 1. Dan Castro (Yam); 2. Stu Perry (Hon); 3. Don Benson (Suz); 4. Mark Hawkins (Hon); 5. Benny Sandwell (Suz).

VET INT: 1. Randy Medley (Yam); 2. Steve Piattoni (Suz); 3. David Montgomery (Yam); 4. Ron Shaw (Suz); 5. Joel Harriott (Yam).

VET PRO: 1. Mike Johnson (Suz); 2. Geoff Woods (Kaw); 3. Greg Dungen (Hon); 4. Micky O'Shaughnessy (Hon); 5. Pete Gondy (Hon).

35+ NOV: 1. Jim Brenesen (Hon); 2. J.D. Griffin (Hon); 3. Ray Rose (Yam).

35+ INT: 1. Rick Del Prato (Hon); 2. Dave Harrell (Suz).

40+ NOV: 1. John Cummings (Suz); 2. Mike Bergantz (Suz); 3. Leroy Smith (Suz); 4. Brian Merchant (Hon); 5. Greg Young (Kaw).

40+ INT: 1. Jim Terry (Hon); 2. J.R. Canaguier (Suz); 3. Ervin Riffenburg (KTM); 4. Fred Deinzer (Hon); 5. Jim Shannon (Yam).

40+ EX: 1. Dirk Temmerman; 2. Al Posey (Kaw); 3. Tom Temmerman (Suz); 4. Tim Colvert (Kaw); 5. Jeff Harriott (Yam).

WMN: 1. Susan Andrews (Yam); 2. Debbie Banta (Suz).

DeYoung destroys Starwest MX

By David A. Procida

MORENO VALLEY, CA, NOV. 5

Jeff DeYoung chalked up his first win during Starwest Supercross Park's "Rider Appreciation Night."

With every rider entered taking home some kind of prize, De Young's 125cc Beginner trophy was probably the most valued award of the evening. The 125cc Beginner class had a few riders capable of taking away DeYoung's top slot, but if anyone had DeYoung's attention on the starting line it was his pretty wife, Michelle Bancroft-DeYoung, aboard a potent Pro Circuit/Splitfire-backed YZ125. Michelle had been to Doug Dubach's riding class and was just waiting for the gate to drop to strut her stuff.

When the gate finally fell, Howey Erickson grabbed the holeshot with DeYoung holding down second. Behind him came Rusty Setser, Bancroft-DeYoung and the pack.

Erickson was clearing the back triple, jetting through the rockers and doubling the grandstand double jump, but De Young was on the gas and closing the gap in the turns. The battle went on the entire first moto, with DeYoung only a couple of bike lengths behind the winner Erickson at the checkered. Rounding out the top five finishing positions were Bancroft-DeYoung, Tony Stavana and Michael Williams.

Moto two saw DeYoung come out of the gate

with fire in his eyes as he grabbed the holeshot, giving himself a couple-bike-length lead on Erickson and the pack. Erickson was on the gas and quickly closed the gap on the Honda rider. Erickson went for the pass but grabbed a little too much throttle and almost spun a 360 in the bowl corner, saving it at the very last moment. This gave De Young a bit of breathing room, but Erickson was riding the wheels off his Suzuki and once again closed to DeYoung's rear fender.

De Young's Honda definitely had a power edge on the RM of Erickson, and the leader was holding the inside line in every corner, but Erickson was determined and began to stick a wheel in on DeYoung at every chance until he charged too hard into a sharp right-hander and went down. He remounted before anyone else could get by but the damage was done and now DeYoung had a huge lead. DeYoung was in cruise mode and held on all the way to the checkered flag for the win. Erickson finished second and Bancroft-DeYoung made a vocal along with a physical pass on Stavana late in the moto to take home third.

Results

Pee Wee Track

P/W STK A: 1. Hollis Lusk (Itj).

P/W STK B: 1. Nicholas Lopez (Yam); 2. Andrew Petrie (Yam); 3. Kelly Tedder (Yam); 4. Michael Parker (Yam); 5. Justin Workman (Yam).

P/W MOD BEG: 1. Brock Harden (KTM); 2. Danny Bartz (Yam); 3. Steven Brewis (Yam).

P/W MOD B: 1. Michael Parker (Yam); 2. Michael LaPaglia (KTM).

P/W STK BEG (4-6): 1. Steve Brewis (Yam); 2. Kameron Scott (Yam); 3. Byyis Kuntz (Yam); 4. B.J. Boherer (Yam).

P/W STK (4-8): 1. Danny Bartz (Yam); 2. Taylor Gilmore (Yam).

P/W STK (7-8): 1. Scott Martin (Yam); 2. Michael Raines (Yam); 3. Andrew Kuntz (Yam); 4. Bryan Brimball (Yam); 5. Freddy Phumirat (Yam).

Supercross Track

50 STK: 1. Mike LaPaglia (KTM); 2. Brent Harmon (Yam); 3. Phillip Bruscella (Yam).

50 MOD: 1. Kyle Gwinn (Yam).

60 (6-8): 1. Donald Chollar (Kaw); 2. Ricky Oliver (Kaw); 3. Tommy Cochran (Kaw); 4. Brad Goolsby (Kaw).

60 (9-11): 1. Nick Alverez (Kaw); 2. Daniel Taft (Kaw); 3. Jason Medina (Kaw); 4. Matthew Colby (Kaw); 5. Josua Brown (Kaw).

80 (0-11): 1. Jake Webstar Stavara (Suz).

80 (12-13): 1. Chris Rogers (Suz); 2. Brandon Morgan (Yam); 3. Chris Hunsinger (Suz).

80 (14-16): 1. Danny Carlson (Yam); 2. John Thompson (Yam).

80 (12-16) BEG: 1. Johnny Beyer (Kaw); 2. Kane Thompson (Yam); 3. Jeff Dase (Suz); 4. Chad Gaumer (Kaw); 5. David Cannon.

125 BEG: 1. Jeff DeYoung (Hon); 2. Howey Erickson (Suz); 3. Michelle Bancroft-DeYoung (Yam); 4. Tony Savana (Hon); 5. Michael Williams (Hon).

125 NOV: 1. Tyson Taylor (Hon); 2. Deron Wilson (Suz); 3. Cory Williams (Yam); 4. Mark Sullivan (Hon); 5. Toby Lopez (Suz).

125 INT: 1. Jason Jenkins (Hon); 2. Jason Fields (Kaw); 3. Ronald E. Malone (Hon); 4. John Pack (Yam); 5. Neil Summers (Yam).

250 BEG: 1. Rusty Setser (Suz); 2. Chuck Clark (Suz); 3. Steve Kovac (Hon); 4. Elton Martins (Suz); 5. Dave Nelson (Hon).

250 NOV: 1. Kyle Baird (Suz).

250 INT: 1. Matt Styles (Hon).

25+ BEG: 1. Doug Baumgartner (Hon).

25+ NOV: 1. Deron Wilson (Suz).

30+ BEG: 1. Elmer Silfies (Yarn); 2. Kris Goolsby (Hon); 3. Jerry Birky (Hon); 4. Paul Novak (Suz).

30+ NOV: 1. Camron Funk (Suz); 2. Harry Warr (Hon); 3. Pete Jenkins (Hon); 4. Phillip Davis (Hon).

30+ INT: 1. Tony Feldhaus (Hon).

40+ NOV: 1. David Procida (Kaw).

Spencer hot at Barn Burner ST

By Bill Spencer

SAN JOSE, CA, NOV. 12

Rod Spencer continued his winning ways by snaring the Pro class victory in round two of the Barn Burner series at the San Jose Fairgrounds Speedway.

It seems like it was only 20 years ago that Spencer was winning the 100cc Sportsman event on the Cancilla Hodakas that propelled him to a National ranking, and it was.

Brett Landes was second once again, but it was a brawl all the way in the 20-lapper that saw 12 riders out of the 23 entrants qualify.

Spencer had the pole and was gone from the start, but Landes was stalled in the first corner when young Sammy Sabedra had troubles with the surface in this his first pro main event. Landes used the outside to make a great pass for second with one lap left.

Paul Iwanaga and Brad Spencer got together on the next lap, and Spencer thought it was on purpose, while Iwanaga thought that Brad was a bit out of shape and was caught up in the banging. The next corner saw Brad use Iwanaga for the proverbial berm shot into the hay bales, but both riders recovered to finish third and fifth, respectively, with Troy DeHerrera being the meat in the sandwich via his fourth-place finish.

Sammy Clark and Rod Spencer had a great race in the Pee Wee Beginner division, with Clark taking the top honors. Both riders will move up to a higher class in the next round.

Chris Canepa continued to be the best of the 80cc kids, winning over Brad Spencer Jr. and Patrick Patterson, while Troy DeHerrera got a win in the 100cc Expert stock class over Mark Corsetti and Gordon Rudy.

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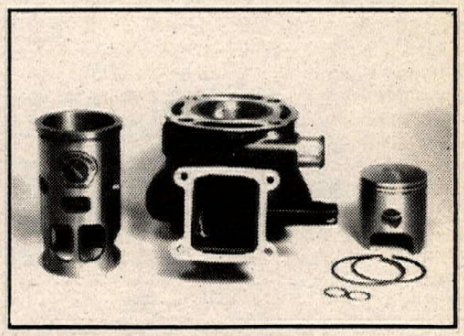

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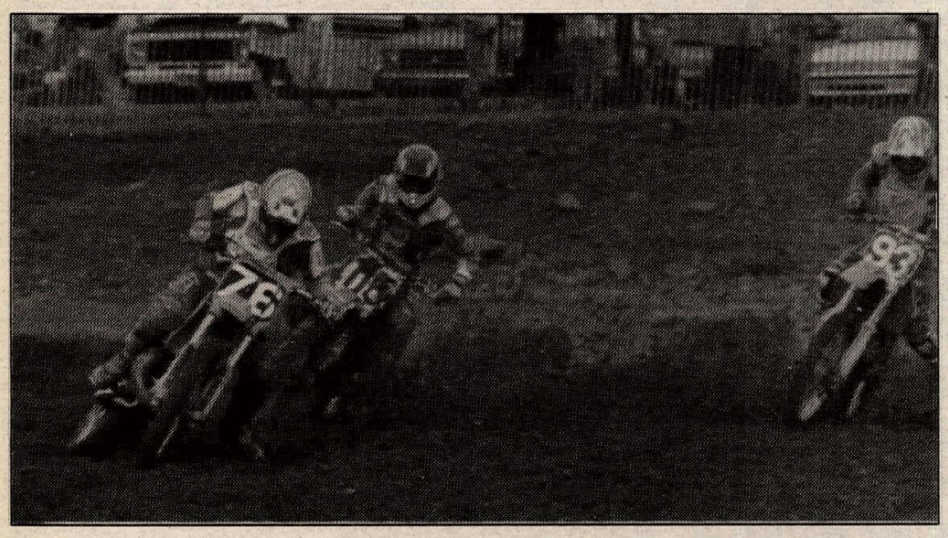

Wallace (76) dominated the competition in the Pro classes, racing to easy wins in the 125 and 250cc events at the Pagoda Motocross season finale.

Tim Alarcon timed his pass of Louis Canepa just right, working the inside line to perfection for the 100cc Modified win over Canepa, Billy Martin, Mark Chaves and Randy Hannigan.

Dennis Cameron was all smiles in winning his first main in the Vet Novice class over Kenny Sundwell and Bobby Major, and Tony Rose won the Novice Modified class, with Jim Hannigan second over Derek Overkamp.

Results

PRO: 1. Rod Spencer (Hon); 2. Brett Landes (Hon); 3. Paul Iwanaga (Hon); 4. Troy DeHerrera (Hon); 5. Brad Spencer (Hon).

P/W BEG: 1. Sam Clark (Yam); 2. Rod Spencer Jr. (Yam).

80: 1. Chris Canepa (Yam); Brad Spencer Jr. (Hon); 3. Pat Patterson (Yam).

100 EX: 1. Troy DeHerrera (Hon); 2. Mark Corsetti (Hon); 3. Gordon Rudy.

100 MOD: 1. Tim Alarcon (Hon); 2. Louis Canepa (Hon).

VET NOV: 1. Dennis Cameron (Hon); 2. Kenny Sundwell (Hon); 3. Bob Major (Yam).

STK: 1. David Morgan (Hon); 2. Paul Ungars (Hon); 3. Chris Rudy (Hon).

100 NOV MOD: 1. Tony Rose (Hon); 2. Jim Hannigan (Hon); 3. Derek Overkamp (Hon).

100 NOV STK: 1. Roy Rose (Hon); 2. Gary Plaatje (Hon); 3. Kenny Sundwell (Hon).

80s provide the heat at Pagoda Motocross

By Dick Archer

BIRDSBORO, PA, NOV. 6

All three 80cc classes were races not to be missed as many of the Northeast's young, up-and-coming stars battled it out in some very tight racing at Pagoda Motorcycle Club's last motocross event for the year.

Kawasaki-mounted Jeremy Cook, Paul Carpenter and Shane Harris (74) all left with smiles on their faces and first-place plaques as the winners in the (7-11), (12-13) and the (14-15) classes, respectively.

In the 80cc (7-11) class, Cook, Derek Burlew (2) and Casey Clark (4) went at it in moto one with Cook crossing the finish line first. Burlew was a close second and Clark third. Moto two saw Burlew crash hard on the last lap and DNF. Cook and Clark battled it out for first and second, with Cook the winner in moto two to earn a well-deserved victory.

Carpenter traded moto wins in the 80cc (12-13) class with Delaware speedster Joe Delleversano (97), as the two scorched their way around the track in both motos. Delleversano won the first moto while Carpenter was having some problems, but in moto two, Carpenter was on the gas and throttled his way by Delleversano and Jeremy Welch for the lead. Carpenter passed most of the (14-15) class as well for the win and the overall victory. Delleversano took second, and Welch was third.

The 80cc (14-15) class also saw an exchange of moto wins and a three-way YZ battle for the overall. Harris emerged victorious over Shane Resanovich via a 2-1 finish. Resanovich took second with a 1-2 score, while Taylor Shive ran a close third.

The Pro/Expert classes turned into a one-man show as Rossini Racing Products-backed Ty Wallace won all four motos as well as the Dash for Cash. Showing total command of mud and machine, Wallace danced his way around the 1.2-mile circuit, outmatching anything Dave Kratz and Steve Moquin could throw at him in the 125cc class. Chris Brynildsen and Steve Kreider met the same fate, finishing second and third, respectively, to Wallace in the 250cc class.

Results

50 (4-6): 1. Jason Lawrence (LEM); 2. Mike Granger (LEM); 3. Chris Henry (Yam); 4. Travis Plummer (Yam); 5. Steve Spence (Yam).

50 (7-8): 1. Bryan Fleischman (Yam); 2. Jill Plummer (LEM).

60: 1. Patrick Simpson (Kaw); 2. Chris Wagner (Kaw); 3. Edward Hill (Kaw); 4. Chad Aughinbaugh (Hon); 5. Stephen Perrera (Kaw).

80 (7-11): 1. Jeremy Cook (Kaw); 2. Casey Clark (Yam); 3. Justin Fazekas (Suz); 4. Robert Wildrick (Yam); 5. David Ginolfi (Kaw).

80 (12-13): 1. Paul Carpenter (Hon); 2. Joe Dellaversano (Hon); 3. Jeremy Welch (Suz); 4. Ryan Thornton (Kaw); 5. Erik Seastrand (Kaw).

80 (14-15): 1. Shane Harris (Yam); 2. Shane Resanovich (Yam); 3. Taylor Shive (Yam); 4. Jared Hinnelberger (Yam).

SCHBY: 1. Kurt Robbins (Hon); 2. Robert Bowling (Kaw); 3. James Schaeffer (Yam); 4. Nicholas Sears (Kaw); 5. Brett Burkey (Kaw).

CLGBY B: 1. Paul Zander (Yam); 2. Josh Rizzo (Kaw); 3. Jeremy Earhart (Hon); 4. Jason Earhart (Hon); 5. Larry DeSimone (Hon).

CLGBY A: 1. Stephen Kreider (Hon); 2. David Eckhart (Hon).

125 A: 1. Ty Wallace (Hon); 2. Dave Kratz (Kaw); 3. Steve Moquin (Kaw); 4. Jason Wotring (Kaw).

125 B: 1. Robert Bowling (Kaw); 2. Kurt Robbins (Hon); 3. Josh Rizzo (Kaw); 4. Jeremy Earhart (Suz); 5. Larry DeSimone (Hon).

125 C: 1. Jim Erbe (Suz); 2. Ed Morristell (Yam); 3. Greg Henry (Hon); 4. Joshua Gelber (Suz); 5. Don Staller (Yam).

DASH FOR CASH: 1. Ty Wallace (Hon); 2. Dave Kratz (Kaw); 3. Chris Brynildsen (Kaw); 4. Jason Wotring (Kaw).

250 A: 1. Ty Wallace (Hon); 2. Chris Brynildsen (Kaw); 3. Steve Kreider (Hon); 4. Louis Pastorella (Suz).

250 B: 1. Jeremy Garges (Yam); 2. Larry Petronglo (Hon); 3. Paul Delavrier (Hon); 4. Tom Hurd (Suz); 5. Mike Leiby (Yam).

250 C: 1. Jamie Anspacher (Kaw); 2. Jeffrey Bredbenner (Yam); 3. Nick Williams (Yam); 4. Jason Koenig (Suz); 5. Mike Williams (Hon).

OPEN B: 1. Robert Simpson (Hon); 2. Jason Earhart (Hon); 3. Rodney Dehaven (Hon); 4. Chris Cook (Hon); 5. William Trachin (Kaw).

25+ B: 1. Stuart Caruso (Hon); 2. Greg Henry (Hon); 3. Stan Bruzgulis (Suz); 4. Chris Cook (Hon); 5. Bryan Bitzer (Kaw).

VET A: 1. John Moore (Hon); 2. Jeff Clair (Hon).

VET B: 1. Robert Simpson (Hon); 2. Stuart Caruso (Hon); 3. Tom Petronglo (Hon); 4. Chris Krusen (Hon); 5. Bob Erickson (Yam).

SR: 1. Kevin Wilson (Suz); 2. Ken Brewer (Hon).

N/C: 1. Ed Zeigenfuse (Mai); 2. Greg Griffin (Suz); 3. Ryan Dewald (Hon).

WDSMN: 1. Doug VanHorn (ATK); 2. Jason George (Yam); 3. Carl Krause (Yam); 4. Jim Haberle (Kaw); 5. Carl Dentinger (Yam).

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1994 Championship point standings

LEADERBOARD

KEVIN MURRAY

ROAD RACING

500cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Michael Doohan (Hon), AUSTRALIA	(317/9 wins)
2. Luca Cadalora (Yam), ITALY	(174/2 wins)
3. John Kocinski (Cag), MODESTO, CA	(172/1 win)
4. Kevin Schwantz (Suz), AUSTIN, TX	(169/2 wins)
5. Alberto Puig (Hon), SPAIN	(152)
6. Alex Criville (Hon), SPAIN	(144)
7. Shinichi Itoh (Hon), JAPAN	(141)
8. Alex Barros (Suz), BRAZIL	(134)
9. Doug Chandler (Cag), SALINAS, CA	(96)
10. Niall Mackenzie (Yam), SCOTLAND	(69)

250cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Max Biaggi (Apr), ITALY	(234/5 wins)
2. Tadayuki Okada (Hon), JAPAN	(214/2 wins)
3. Loris Capirossi (Hon), ITALY	(199/4 wins)
4. Doriano Romboni (Hon), ITALY	(170/1 win)
5. Ralf Waldmann (Hon), GERMANY	(156)
6. J.P. Ruggia (Apr), FRANCE	(149/1 win)
7. Tetsuya Harada (Yam), JAPAN	(109)
8. Jean-Michel Bayle (Apr), FRANCE	(105)
9. Luis d'Antin (Hon), SPAIN	(100)
10. Nobuatsu Aoki (Hon), JAPAN	(95)

125cc WORLD CHAMPIONSHIP (After 14 of 14 rounds)

1. Kazuto Sakata (Apr), JAPAN	(224/3 wins)
2. Noboru Ueda (Hon), JAPAN	(194/3 wins)
3. Takeshi Tsujimura (Hon), JAPAN	(190/4 wins)
4. Dirk Raudies (Hon), GERMANY	(162/3 wins)
5. Peter Oettl (Hon), GERMANY	(160)
6. Jorge Martinez (Yam), SPAIN	(135/1 win)
7. Stefano Perugini (Apr), ITALY	(106)
8. Masaki Tokudome (Hon), JAPAN	(87)
9. Oliver Petrucciani (Apr), ITALY	(74)
10. Herri Torrontegui (Apr), SPAIN	(73)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES

(After 22 of 22 rounds)

1.Scott Parker (H-D), SWARTZ CREEK, MI	(292/8 wins)
2. Chris Carr (H-D), VALLEY SPRINGS, CA	(289/5 wins)
3. Steve Morehead (H-D), FINDLAY, OH	(232/3 wins)
4. Will Davis (Hon), GOLDSHBORO, NC	(175/2 wins)
5. Rodney Farris (H-D), WINCHESTER, VA	(164)
6. Ronnie Jones (Hon), OKLAHOMA CITY, OK	(135/1 win)
7. Aaron Hill (H-D), STOCKTON, CA	(115)
8. Kevin Atherton (H-D), WHITE PIGEON, MI	(105)
9. Brett Landes (Hon), LOS GATOS, CA	(87)
10. Dave Camlin (H-D), ROCK ISLAND, IL	(81/1 win)

AMA/HARLEY-DAVIDSON 883 NATIONAL CHAMPIONSHIP SERIES

(After 15 of 15 rounds)

1. Scott Stump, MARION, OH	(173/5 wins)
2. Jay Springsteen, LAPEER, MI	(135/2 wins)
3. Jason Fletcher, GAYLORSVILLE, CT	(125/1 win)
4. James Hart, CENTRALIA, IL	(118)
5. Matt Wait, MODESTO, CA	(111)
6. Doug Beattie, CANADA	(87/1 win)
7. Georgie Price, SICKLERVILLE, NJ	(84/1 win)
8. Steve Aseltine, PALMER LAKE, CO	(78/1 win)
9. Ben Bostrum, BRISBANE, CA	(71)
10. Tommy Colson, BELOIT, WI	(57)

LARRY PEGRAM

WORLD SUPERBIKE CHAMPIONSHIP (After 11 of 11 rds.)

1. Carl Fogarty (Duc), ENGLAND	(305/10 wins)
2. Scott Russell (Kaw), ATLANTA, GA	(280/9 wins)
3. Aaron Slight (Hon), NEW ZEALAND	(277)
4. Doug Polen (Hon), DENTON, TX	(158)
5. Simon Crafar (Hon), NEW ZEALAND	(153)
6. Andreas Meklau (Duc), AUSTRIA	(148)
7. Jamie Whitham (Duc), ENGLAND	(126/1 win)
8. Piergiorgio Bontempi (Kaw), ITALY	(116)
9. Fabrizio Pirovano (Duc), ITALY	(111)
10. Terry Rymer (Kaw), ENGLAND	(106)

AMA U.S. SUPERBIKE NAT'L C'SHIP (After 10 of 10 rounds)

1. Troy Corser (Duc), AUSTRALIA	(273/3 wins)
2. Jamie James (Yam), ASHEVILLE, NC	(272)
3. Takahiro Sohwa (Kaw), JAPAN	(251)
4. Pascal Picotte (Duc), CANADA	(245/2 wins)
5. Colin Edwards II (Yam), CONROE, TX	(239/3 wins)
6. Steve Crevier (Kaw), CANADA	(235)
7. Dale Quarterley (Kaw), WESTFIELD, MA	(219)
8. Mike Smith (Hon), ROSWELL, GA	(181)
9. Thomas Stevens (Suz), SANIBEL ISLAND, FL	(166)
10. Fred Merkel (Kaw), STOCKTON, CA	(152)

AMA 250cc GRAND PRIX SERIES (After 10 of 10 rounds)

1. Rich Oliver (Yam), FRESNO, CA	(321/8 wins)
2. Chuck Sorensen (Yam), LIVERMORE, CA	(257/1 win)
3. Nick Ienatsch (Yam), LOS ANGELES, CA	(251)
4. Al Salaverria (Yam), SAN FRANCISO, CA	(239)
5. Danny Walker (Yam), DENVER, CO	(216)
6. Chris D'Aluisio (Apr), BETHEL, CT	(194)
7. Mike Sullivan (Yam), CENTRALIA, WA	(193)
8. Jason Paden (Yam), VALLEJO, CA	(181)
9. Christopher Rankin (Yam), AUSTIN, TX	(174)
10. Jon Cornwell (Yam), CANADA	(159)

AMA/CCS 600cc SUPERSPORT SERIES (After 10 of 10 mds)

1. Jamie James (Yam), ASHEVILLE, NC	(315/4 wins)
2. Mike Smith (Hon), ROSWELL, GA	(297/6 wins)
3. Steve Crevier (Kaw), CANADA	(287)
4. Mike Hale (Hon), CARROLLTON, TX	(262)
5. Gerald Rothman Jr. (Kaw), MANCHESTER, CT	(234)
6. Jason Pridmore (Yam), VENTURA, CA	(216)
7. Robert Wright (Hon), SANDY, UT	(165)
8. Randy Renfrow (Hon), FREDRICKSBURG, VA	(159)
9. Owen Weichel (Yam), CANADA	(148)
10. Jamie Bowman (Hon), TEQUESTA, FL	(143)

AMA/CCS 750cc SUPERSPORT SERIES (After 10 of 10 mds)

1. Tom Kipp (Suz), MENTOR, OH	(308/5 wins)
2. Britt Turkington (Suz), MCCALLEN, TX	(284/2 wins)
3. Jason Pridmore (Yam), VENTURA, CA	(264)
4. James Randolph (Suz), SANTA ROSA, CA	(256/1 win)
5. Gerald Rothman, Jr. (Kaw), MANCHESTER, CT	(236/1 win)
6. Aaron Yates (Suz), MILLEDGEVILLE, GA	(206)
7. Thomas Wilson (Yam), OREGON, OH	(203)
8. Fred Merkel (Kaw), STOCKTON, CA	(189/1 win)
9. Dean Mizdal (Yam), ARLINGTON HEIGHTS, IL	(156)
10. Anthony Lupo (Suz), SAN RAFAEL, CA	(131)

AMA/CCS H-D TWIN SPORT SERIES (After 10 of 10 rounds)

1. Shawn Higbee (H-D), JAMESTOWN, NY	(304/4 wins)
2. Scott Zampach (H-D), MILWAUKEE, WI	(283/3 wins)
3. Billy Graef (H-D), SHEBOYGAN, WI	(260)
4. Ronald McGill (H-D), DEVON, PA	(227)
5. Shawn McNary (H-D), CLEARWATER, FL	(218)
6. Matt Wait (H-D), MODESTO, CA	(205)
7. Aaron Yates (H-D), MILLEDGEVILLE, GA	(204/3 wins)
8. Chuck Blackmon (H-D), GREENWOOD, SC	(203)
9. Brian Kohl (H-D), STRASBURG, OH	(202)
10. Andy Fenwick (H-D), NEENHAH, WI	(169)

TONY AMARADIO

MOTOCROSS

AMA/CAMEL 250cc SX SERIES (After 15 of 15 rounds)

1. Jeremy McGrath (Hon), MURRIETA, CA	(335/9 wins)
2. Mike LaRocco (Kaw), SOUTH BEND, IN	(287/3 wins)
3. Mike Kiedrowski (Kaw), CANYON COUNTRY, CA	(271/2 wins)
4. Jeff Emig (Yam), RIVERSIDE, CA	(224)
5. Steve Lamson (Hon), POLLACK PINES, CA	(214)
6. Jeff Stanton (Hon), SHERWOOD, MI	(208)
7. Doug Henry (Hon), OXFORD, CT	(203)
8. Larry Ward (Yam), FLORENCE, SC	(200)
9. Brian Swink (Suz), REDDICK, FL	(182)
10. Michael Craig (Yam), LAKESIDE, CA	(176/1 win)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES

(After 8 of 8 rounds)

1. Damon Huffman (Suz), SAUGUS, CA	(176/2 wins)
2. Pedro Gonzalez (Kaw), LOS ANGELES, CA	(134/1 win)
3. Craig Decker (Hon), PALM DESERT, CA	(134)
4. Ryan Hughes (Kaw), ESCONDIDO, CA	(117/3 wins)
5. David Pingree (Hon), SCOTTSDALE, AZ	(72)
6. James Dobb (Kaw), CORONA, CA	(70)
7. Tony Graves (Hon), CRESWELL, OR	(58)
8. Cory Keeney (Kaw), POMONA, CA	(54)
9. Travis Hodges (Kaw), LAS CRUCES, NM	(46)
10. Jefferey Pestana (Hon), MONTEREY, CA	(45)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES

(After 10 of 10 rounds)

1. Ezra Lusk (Suz), BAINBRIDGE, GA	(231/5 wins)
2. Jimmy Button (Suz), CORNING, NY	(219/3 wins)
3. Tim Ferry (Hon), W. PALM BEACH, FL	(176)
4. Mike Brown (Hon), GRAY, TN	(155/1 win)
5. Chad Pederson (Yam), FORT DODGE, IA	(145)
6. Robbie Reynard (Kaw), MOORE, OK	(119)
7. John Dowd (Yam), CHICOPEE, MA	(111)
8. Barry Carsten (Suz), BAYVILLE, NJ	(81)
9. Davey Yezek (Hon), MT. PLEASANT, PA	(74)
Jeff Dement (Yam), HUMBLE, TX	(74)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES

(After 12 of 12 rounds)

1. Mike LaRocco (Kaw), SOUTH BEND, IN	(552/7 wins)
2. John Dowd (Yam), CHICOPEE, MA	(402/2 wins)
3. Jeremy McGrath (Hon), MURIETTA, CA	(393)
4. Mike Kiedrowski (Kaw), ACTON, CA	(305/3 wins)
5. Brian Swink (Suz), REDDICK, FL	(299)
6. Jeff Stanton (Hon), SHERWOOD, MI	(296)
7. Kyle Lewis (Yam), ROSAMOND, CA	(292)
8. Jimmy Button (Suz), CORNING, NY	(282)
9. Larry Ward (Yam), FLORENCE, SC	(260)
10. Larry Brooks (Yam), EL CAJON, CA	(210)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES

(After 12 of 12 rounds)

1. Doug Henry (Hon), OXFORD, CT	(463/3 wins)
2. Steve Lamson (Hon), POLLOCK PINES, CA	(442/2 wins)
3. Ryan Hughes (Kaw), ESCONDIDO, CA	(435/2 wins)
4. Damon Huffman (Suz), SAUGUS, CA	(412/2 wins)
5. Jeff Emig (Yam), RIVERSIDE, CA	(368/2 wins)
6. James Dobb (Kaw), CORONA, CA	(315)
7. Robbie Reynard (Kaw), MOORE, OK	(272/1 win)
8. Tim Ferry (Hon), WEST PALM BEACH, FL	(253)
9. Denny Stephenson (Suz), LINCOLN, NE	(229)
10. Craig Decker (Hon), PALM DESERT, CA	(226)

WORLD CHAMPIONSHIP 125cc MX SERIES

(After 11 of 11 rounds)

1. Bob Moore (Yam), COSTA MESA, CA	(264/6 wins)
2. Alessio Chiodi (Hon), ITALY	(316/3 wins)
3. Pedro Tragter (Suz), HOLLAND	(264)
4. Dave Strijbos (Suz), HOLLAND	(199/1 win)
5. Peter Beirer (Suz), GERMANY	(181)
6. Mickael Pichon (Hon), FRANCE	(169/1 win)
7. Frederic Vialle(Kaw), FRANCE	(163)
8. Mauro Dal'Lago (Suz), ITALY	(144)
9. Bader Manneh (Suz), SAN DIEGO, CA	(137)
10. Massimo Bartolini (TM), ITALY	(121)

WORLD CHAMPIONSHIP 250cc MX SERIES

(After 15 of 15 rounds)

1. Greg Albertyn (Suz), SOUTH AFRICA	(403/2 wins)
2. Stefan Everts (Kaw), BELGIUM	(392/5 wins)
3. Yves Demaria (Hon), FRANCE	(267/6 wins)
4. Marnicq Bervoets (Suz), BELGIUM	(310)
5. Kurt Nicoll (Hon), GREAT BRITAIN	(289/1 win)
6. Werner DeWit (Suz), BELGIUM	(208)
7. Donny Schmit (Yam), RAMSEY, MN	(204/1 win)
8. Tallon Vohland (Hon), SACRAMENTO, CA	(199)
9. Frederic Bolley (Yam), FRANCE	(145)
10. Trampas Parker (KTM), SHREVEPORT, LA	(142)

WORLD CHAMPIONSHIP 500cc MX SERIES

(After 12 of 12 rounds)

1. Marcus Hansson (Hon), SWEDEN	(328/4 wins)
2. Jacky Martens (Hus), BELGIUM	(321/3 wins)
3. Joel Smets (Ver), BELGIUM	(299/2 wins)
4. Gert Jan Van Doorn (Hon), HOLLAND	(177/1 win)
5. Billy Liles (Hon), ATLANTA, GA	(161/1 win)
6. Ronny Weustenraed (Hon), BELGIUM	(160)
7. Danny Theybers (Hon), BELGIUM	(139)
8. Mervyn Anstie (Hon), GREAT BRITAIN	(135/1 win)
9. Peter Dirkx (Hon), GERMANY	(131)
10. Franco Rossi (Hon), ITALY	(93)

OFF-ROAD

PAUL KRAUSE

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES

(After 7 of 9 rounds - best 7 finishes count toward c'ship)

1. Rodney Smith (Suz), OAKLEY, CA	(178/3 wins)
2. Thomas Norton (Kaw), NORFOLK, MA	(142)
3. Scott Summers (Hon), PETERSBURG, KY	(97/1 win)
4. Eric Mashbir (Hus), OAKLAND, CA	(81)
5. Scott Plessinger (KTM), HAMILTON, OH	(71/1 win)
6. Jason Dahners (Hon), REDMOND, WA	(64)
7. Randy Hawkins (Suz), TRAVELER'S REST, SC	(46/1 win)
8. Ron Naylor (ATK), REDDING, CA	(39)
9. Leigh Letellier (KTM), KANSAS CITY, KS	(35)
10. Patrick Garrahan (Kaw), BOULDER CREEK, CA	(35)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

(After 8 of 9 rounds - best 7 finishes count toward c'ship)

1. Steve Hatch (Suz), ITHACA, NY	(196/3 wins)
2. Kevin Hines (CRE), WESTON, MA	(179/3 wins)
3. Randy Hawkins (Suz), TRAVELERS REST, SC	(154/1 win)
4. Jeff Russell (KTM), MORGANTOWN, WV	(115)
5. Kelby Pepper (Kaw), CENTER, CO	(108)
6. Matt Stavish (KTM), SLAINE, MN	(78)
7.Terry Cunningham (Yam), ATHENS, OH	(74)
8. Ty Davis (Kaw), HESPERIA, CA	(67/1 win)
9. Alan Randt (KTM), LANSING, MI	(66)
10. Danny Hamel (Kaw), BOULDER CITY, NV	(50)

AMA NATIONAL CHAMPIONSHIP OBSERVED TRIALS SERIES

(After 8 of 8 rounds)

1. Geoff Aaron (Bet), WEST REDDING, CT	(241/4)
2. Ryan Young (G-G), WILLIAMSPORT, PA	(223/4)
3. Raymond Peters (Apr), BEAVER DAMS, NY	(172)
4. Jess Kempkes (G-G), LINCOLN, NE	(160)
5. Lonny Hallsted, TIGARD, OR	(139/1)
6. Matthew Moore, SAPULPA, OK	(125)
7. Ronald Commo Jr. (Bet), VERGENNES, VT	(93)
8. John Clark (Mon), HUNTSVILLE, AL	(91)
9. Brian Nagengast (Bet), E. BERNE, NY	(86)
10. Olivier Clamagirand (Fan), WHITTIER, CA	(86)

AMA NATIONAL C'SHIP RELIABILITY ENDURO SERIES

(After 8 of 8 rounds)

1. Rodney Smith (Suz), OAKLEY, CA	(166/4 wins)
2. Randy Hawkins (Suz), TRAVELERS REST, SC	(136/2 wins)
3. Ty Davis (Kaw), HESPERIA, CA	(94/1 win)
4. Danny Hamel (Kaw), BOULDER CITY, NV	(91/1 win)
5. David Rhodes (Kaw), RENTON, WA	(78)
6. Fred Hoess (Hus), STANHOPE, NJ	(67)
7. Davide Trolli (Kaw), HESPERIA, CA	(65)
8. Chris Smith (Hon), STANHOPE, NJ	(60)
9. Guy Cooper (Suz), STILLWATER, OK	(56)
10. Duane Conner (Yam), WASHINGTON, PA	(51)

AMA NATIONAL C'SHIP HARE & HOUND SERIES

(After 5 of 6 rounds - best 4 finishes count toward c'ship)

1. Danny Hamel (Kaw), BOULDER CITY, NV	(120/4 wins)
2. Ty Davis (Kaw), HESPERIA, CA	(117/1 win)
3. Dan Richardson (Hon), HUNTINGTON BEACH, CA	(104)
4. Greg Zitterkopf (KTM), CHINO, CA	(71)
5. Destry Abbott (KTM), GLENDALE, AZ	(57)
6. David Ondas (Kaw), HUNTINGTON BEACH, CA	(50)
7. Jeff Capt (Hon), GLENDORA, CA	(46)
8. Davide Trolli (Kaw), HESPERIA, CA	(45)
9. Todd Hoy (KTM), RANCHO PALOS VERDES, CA	(39)
10. James Gray (KTM), GUNNISON, CO	(34)

GRAND NATIONAL CROSS COUNTRY C'SHIP SERIES

(After 9 of 12 rounds - best 9 finishes count toward c'ship)

1. Fred Andrews (Yam), SALEM, OH	(158)
2. Scott Plessinger (KTM), HAMILTON, OH	(148)
3. Thomas Norton (Kaw), NORFOLK, MA	(138)
4. Scott Summers (Hon), PETERSBURG, KY	(115)
5. Gene O'Nail (Kaw)	(109)
6. Tom Carson (Hon)	(87)
7. Tim Shephard (Yam), HAMILTON, OH	(85)
8. Scott Phelps, (Yam), PETERSBURG, KY	(82)
9. Doug Blackwell (Kaw), WASHINGTON, WV	(76)
10. Duane Conner (Hus)	(53)

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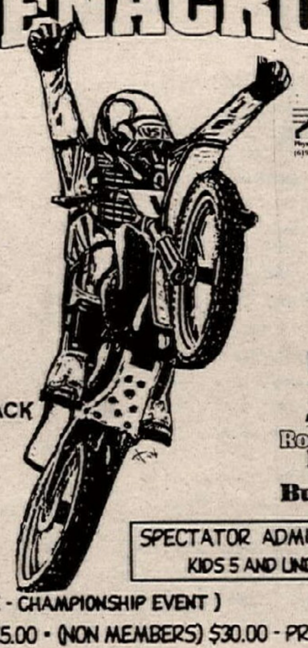

CLASSES: PEE WEE: NOVICE, EXPERT
60CC: NOVICE, EXPERT
80CC: NOVICE, EXPERT
125CC: NOVICE, EXPERT, PRO
250CC: NOVICE, EXPERT, PRO
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RACE DATES: DECEMBER 3,10,17,24,31
JANUARY 7,14,21,28
FEBRUARY 11 (FINAL RACE - CHAMPIONSHIP EVENT)
ENTRY FEE: (MEMBERS) $20.00 - PRE-ENTRY $15.00 • (NON MEMBERS) $30.00 - PRE-ENTRY $25.00
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THANKS!
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GLEN HELEN
EVENT CALENDAR

Sat., Nov. 26	MX Practice on National Track 8:00a.m. till Noon MX Practice on Vintage Track till 4:00p.m.
Sun., Nov. 27	MX Practice on National and Vintage Tracks 8:00a.m. till 4:00p.m.
Thurs., Dec. 1	MX Practice on National and Vintage Tracks 8:00a.m. till Dusk
Sat., Dec. 3	No MX Practice Due to Car Race
Sun., Dec. 4	Double Cross Gran Prix Gates Open 6:30a.m.
Thurs., Dec. 8	MX Practice on National and Vintage Tracks 8:00a.m. till Dusk

WHAT'S HAPPENING
DOUBLE CROSS GRAN PRIX
SUNDAY, DECEMBER 4TH
MOTOCROSS PRACTICE INFO:
1-800-386-GHMX (4469)
RACE HOTLINE: (909) 880-1733

CRC California Race Schedule
100% PRO PAYBACK

Sun., Nov. 27	CRC GP - Sponsorship Series	L.A.C.R.
Sun., Dec. 4	CRC MX - Trophy Series	Edwards A.F.B.
Sun., Dec. 11	CRC GP - Trophy Series "Merry Christmas G.P."	L.A.C.R.
Sun., Dec. 18	CRC MX - Trophy Series	L.A.C.R.

Saturday Practice • 9a.m.-2 p.m. L.A.C.R.
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Thurs., Nov. 24	NO Practice Day	
Sat., Nov. 26	GFI "Dealer Series" Rnd. 4 GFI Super Saturday	Perris
Thurs., Dec. 1	GFI Thursday Practice Day	Perris
Sat., Dec. 3	GFI "Dealer Series" Rnd. 5 GFI Super Saturday	Perris

A RIDER FOR THE RIDERS

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/26/95 Eastern Creek, Australia, Rnd 1
4/2 Shah Alam, Malaysia, Rnd 2
4/23 Suzuka, Japan, Rnd 3
5/7 Jerez, Spain, Rnd 4
6/11 Mugello, Italy, Rnd 5
6/24 Assen, Netherlands, Rnd 6
7/9 Le Mans, France, Rnd 7
7/23 Donington Park, Eng., Rnd 8
8/6 TBA, United States, Rnd 9
8/20 Brno, Czech. Republic, Rnd 10
9/17 TBA, Rnd 11
9/24 Buenos Aires, Argentina, Rnd 12
10/8 TBA, Europe, Rnd 13

World Championship Superbike Road Race Series
5/7/95 Hockenheim, Germany, Rnd 1
5/21 Misano, Italy, Rnd 2
5/28 Donington Park, England, Rnd 3
6/18 Monza, Italy, Rnd 4
6/25 Albacete, Spain, Rnd 5
7/9 Salzburgring, Austria, Rnd 6
7/16 Magny Cours, France, Rnd 7
8/6 Brands Hatch, England, Rnd 8
8/29 Sugo, Japan, Rnd 9
9/3 Assen, Holland, Rnd 10
10/15 Sental, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

World C'ship 125cc MX Series
4/2/95 Castiglione, Italy, Rnd 1
4/9 Bellguig, Spain, Rnd 2
4/30 Vila S. Cruz, Argentina, Rnd 3
5/14 Szczecin, Poland, Rnd 4
5/21 Norg, Holland, Rnd 5
5/28 Kaposvar, Hungary, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Jinin, Czech. Republic, Rnd 8
7/2 Borgon Mag, San Marino, Rnd 9
7/8 Iffendic, France, Rnd 10
7/30 Pugeran, Indonesia, Rnd 11
8/13 Reil, Germany, Rnd 12

World C'ship 250cc MX Series
3/26/95 Talavera, Spain, Rnd 1
4/9 Valkenswaard, Holland, Rnd 2
4/23 Payerne, Switzerland, Rnd 3
4/30 Maggiora, Italy, Rnd 4
5/21 Vanlaa, Finland, Rnd 5
5/28 Motala, Sweden, Rnd 6
6/11 Foxhill, England, Rnd 7
6/18 Cork, Ireland, Rnd 8
7/16 Maracay, Venezuela, Rnd 9
7/30 Gdynia, Poland, Rnd 10
8/6 Reisersberg, Germany, Rnd 11
8/20 Suzuka, Japan, Rnd 12
9/3 Chateau-du-Loir, France, Rnd 13

World C'ship 500cc MX Series
4/2/95 Arganil, Portugal, Rnd 1
4/23 Sittendorf, Austria, Rnd 2
5/7 Wohlen, Switzerland, Rnd 3
5/21 Loket, Czech. Republic, Rnd 4
5/28 Folkensange, Lxmbrg., Rnd 5
6/11 Cingoli, Italy, Rnd 6
6/18 St. Jean d'Ang, France, Rnd 7
7/2 Ballykelly, Ireland, Rnd 8
7/9 Hawkstone Park, England, Rnd 9
8/6 Namur, Belgium, Rnd 10
8/20 Rhenen, Holland, Rnd 11
8/27 Reultingen, Germany, Rnd 12

World Championship Supercross Series
12/2-3 Geneva, Switzerland, Rnd 4

World C'ship Enduro Series
4/2/95 Castelion, Spain, Rnd 1
4/9 Tomar, Portugal, Rnd 2
5/14 S. Severino Marche, Italy, Rnd 3
5/21 Prades De Salans, France, Rnd 4
6/11 Linkoping, Sweden, Rnd 5
6/18 Rihimaki, Finland, Rnd 6

World C'ship Trials Series
4/9/95 Warken, Luxembourg, Rnd 1
4/16 Hawkstone Park, England, Rnd 2
4/23 Sugar Loaf Mt., Ireland, Rnd 3
5/14 Bilstain, Belgium, Rnd 4
5/26 Nowy Targ, Poland, Rnd 5
6/4 Temi, Italy, Rnd 6
6/18 Bilbao, Spain, Rnd 7
6/25 St. Michel-de-Maurienne, France, Rnd 8
7/16 La Rabassa, Andorra, Rnd 9
8/20 Helsinki, Finland, Rnd 10

Motocross des Nations
9/10/95 Sverepec, Czechoslovakia

Trials des Nations
9/24/95 Piesting, Austria

International Six Day Enduro
9/18-23/95 Jeleria Gora, Poland

AMA 125/250cc Nat'l C'ship MX Series
3/5/95 Gainesville, FL
4/2 Sacramento, CA
5/28 Mt. Morris, PA
6/18 Budds Creek, MD
6/25 Southwick, MA
7/2 Buchanan, MI
7/16 Troy, OH
7/23 New Berlin, NY
7/30 Millville, MN
8/6 Washougal, WA
8/27 Binghamton, NY
9/3 Delmont, PA

C'ship Cup Pro-Am Series
Florida Region
12/11 Palm Beach Gardens, FL
Southwest Region
12/3-4 Chandler, AZ
Info 704/684-4297

AMA Championship Mid South Winter Hare Scrambles Series
12/4 Hohenwald, TN
1/8/95 Bolivar, TN
1/22 Lynneville, IN
2/5 Centerville, TN
2/19 Lawrenceburg, TN
3/19 Cadiz, KY
4/2 Fordsville, KY
4/23 Mannington, KY
Info 615/331-1475 or 615/859-0873

U.S. Supercross Series
1/14/95 Orlando, FL
1/21 Minneapolis, MN
1/28 Anaheim, CA
2/4 Seattle, WA
2/11 San Diego, CA
2/25 Atlanta, GA
3/18 Indianapolis, IN
3/25 Houston, TX
4/8 Pontaic, MI
4/22 Charlotte, NC
4/29 Irving, TX
5/20 Cleveland, OH
6/3 Denver, CO
6/10 Las Vegas, NV

Best in the Desert Silver State Series
12/2-4 Laughlin, NV, Rnd 7
Info 702/457-5775

NETRA Turkey Run Series
11/27 Plympton, MA
12/4 Plymouth, MA
Info 203/875-5757

American Trials Assn. Series
11/27 Lucerne Valley, CA
12/11 San Gabriel Canyon, CA
Info 213/259-6631

SETRA C'ship Enduro Series
1/15/95 Charleston, SC
1/29 Wedgefield, SC
2/26 Greensboro, GA
3/5 Pelion,SC
3/9 Daytona Beach, FL
3/26 Lenoir, NC
4/9 Clanton, AL
4/23 Augusta, GA
4/30 Olustee, FL
5/21 Richloam, FL
Info 404/922-8234

SETRA Championship Hare Scrambles Series
12/4 Elgin, SC
12/11 Cochran, GA
1/8/95 Greensboro, GA
2/5 Willington, SC
2/12 Madison, GA
3/19 Buena Vista, GA
5/6 Charlotte, NC
Info 706/468-1328

Golden Crown of Baja Off Road Desert Series
12/2-4 Gran Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

LaPlaya MX GP Series
12/4 Rosarito, B.C., Mex.
Info (011-52-661) 22525

Florida Trials Assoc. Championship Series
11/27 Crooms, FL
12/18 Crooms, FL
1/15/95 Crooms, FL
2/5 Hernando, FL
3/4-5 Crooms, FL
3/26 Crooms, FL
4/23 Hernando, FL
5/21 Crooms, FL

Florida Trail Riders C'ship Hare Scrambles Series
12/3-4 Reddick, FL
1/21-22/95 Reddick, FL
2/4-5 Ft. Pierce, FL
2/18-19 Ft. Meyers, FL
3/25-26 Reddick, FL
4/8-9 Reddick, FL
4/22-23 Orlando, FL
5/13-14 Titusville, FL
Info 407/264-0559

Florida Trail Riders C'ship Enduro Series
1/15/95 Charleston, SC
3/12 Ocala, FL
4/30 Olustee, FL
5/21 Richloam, FL
6/11 Daytona, FL
Info 407/264-0559

Tucker Rocky/Answer Florida Mini-Cycle C'ship Series
12/4 Orlando, FL
12/18 Orlando, FL

Yamaha/McDonald's/Fox Pee Wee Championship Series
12/4 Orlando, FL
12/18 Orlando, FL

TVRC Fall Series
11/27 Tyler, TX
12/4 Burleson, TX
Info 817/282-0408

CMRRA 50cc-125cc C'ship Road Race Series
12/3-4 Lake Perris, CA
Info 909/674-2007

MTEG Ultracross Series
1/21/95 Anaheim, CA
2/25 San Diego, CA
3/18 Seattle, WA
4/1 Alburquerque, NM
4/8 Las Vegas, NV
TBA Pontiac, MI
5/20 Denver, CO
6/17 Salt Lake City, UT
Info 714/254-3001

AMA Florida Winter Series
12/31-1/1/95 Gainesville, FL
1/7-8 Ocala, FL
1/21-22 Dade City, FL
1/28-29 Gainesville, FL

AMA Nat'l Arenacross Series
12/2-4 Rockford, IL
1/6-8/95 Ft. Worth, TX
1/6-8 San Francisco, CA
1/13-15 Guthrie, OK
1/20-22 Niagara Falls, NY
1/27-29 Topeka, KS
2/3-5 Detroit, MI
2/10-12 Mikwaukee, WI
2/17-19 Cincinnati, OH
2/24-26 Denver, CO
Info 817/626-7297

AMA No. California Cross Country Series
11/26 Fallon, CA
Info 408/294-3438

WSMC Road Race Series
12/17-18 Rosamond, CA
1/14-15/95 Rosamond, CA
2/18-19 Rosamond, CA
3/18-19 Rosamond, CA
4/15-16 Rosamond, CA
5/20-21 Rosamond, CA
6/17-18 Rosamond, CA
7/15-16 Rosamond, CA
8/19-20 Rosamond, CA
9/16-17 Rosamond, CA
10/14-15 Rosamond, CA
11/18-19 Rosamond, CA
12/16-17 Rosamond, CA
Info 805/256-1234

WSDRA Dirt Track Series
11/26 Rosamond, CA
12/10 Rosamond, CA

Motor Sports of America Short Track Championship Series
1/14/95 Casper, WY
1/13-14 Cedar Rapids, IA
2/1 Lincoln, NE
2/18-19 Sioux Falls, SD

AMA/District 37 Dual Sport Ride Series
11/25-26 *LA-Barstow-Vegas
11/28-29 Vegas-Barstow-LA
12/10-11 Ontario, CA
*National Trail Ride event
Info 818/249-2141

GFI Super Saturday MX Dealer Series
11/26 Perris, CA
12/3 Perris, CA
12/10 Perris, CA
12/17 Perris, CA
Info 909/371-3434

CMA Central California C'ship MX Series
11/27 Madera, CA
12/4 Tulare, CA
12/11 Tulare, CA

12/18 Madera, CA
Info 209/673-8080

NOVEMBER						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

DECEMBER						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

• DENOTES PRO PAYBACK

Nov 25-26

CALIFORNIA/NEVADA DUAL SPORT - AMA/Dist. 37, Nat'l Trail Ride Series, 11th Annual LA to Barstow to Vegas, Newhall/Barstow. Info: 818/249-2141.

Nov 25-27

NORTH CAROLINA SUPERCROSS - AMA/Victory Sports, Indoor Winter Series, WNC Ag Center, Asheville. Info: 615/323-5497.

Nov 26-27

• ARIZONA MOTOCROSS - CMC Arizona, Thrasherland, Phoenix. Info: 602/979-0207.

Sat, Nov 26

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 4, Perris Raceway, Perris. Info: 909/943-3302.

CALIFORNIA HARE & HOUND - Dist 37, Means Dry Lake to Stoddard, Lucerne. Info: 714/778-3674.

CALIFORNIA HARE & HOUND - D-37, Means Dry Lake to Stoddard, Lucerne. Info: 714/778-3674.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

HAWAII TT SCRAMBLES - G.I.M.C., Bash by the Beach, Lihue, Kauai. Info: 808/828-0202.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

NEVADA HARE & HOUND - AMA/Dist 36/ USA Promotions, Fallon to Lovelock (point to point), Fallon. Info: 208/342-3910.

• NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton Motosports Park, Bridgehampton. Info: 516/924-2399.

Sun, Nov 27

• ALASKA ICE RACE - Aurora Racing, Inc., Klondike Inc, Big Lake. Info: 907/376-7905.

CALIFORNIA MOTOCROSS - CMA/Bill Benbow, Pioneer Arena, Oakdale. Info: 209/524-1432.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Championship Series - Rnd 3, Little Okie Raceway, Madera. Info: 209/673-8080 or 805/832-1955.

• CALIFORNIA MOTOCROSS - Pot of Gold/D-36 Motocross Series/Argyll Promotions, Argyll Motorcycle Park, Dixon. Info: 209/862-0754 or 916/678-3592.

• CALIFORNIA SUPERCROSS - CMA, Sandhill Ranch, Brentwood. Info: 510/828-3753.

CALIFORNIA OBSERVED TRIALS - AMA/ATA/Techniguw Trials Club, Rnd 11, Cougar Buttes, Lucerne Valley. Info: 310/943-4415.

CALIFORNIA SWAP MEET - Greg Scheid and Associates, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.

• CALIFORNIA CROSS COUNTRY MARATHON - Greg Scheid and Associates Racing, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.

• CALIFORNIA MOTOCROSS - CMC/Jack Azevedo, Hollister Hills OHV Park, Hollister. Info: 209/667-7109, 524-1432.

FLORIDA MOTOCROSS - 2nd Annuyal Gator Country Grand prix, Orlando MX Park, Orlando. Info: 407/568-2271.

GEORGIA MOTOCROSS - Silver Moon Entertainment, Hidden Canyon Raceway, Buena Vista. Info: 912/649-2028.

GEORGIA MOTOCROSS - Echeconnee Moto-X, Macon. Info: 912/788-8227.

HAWAII MOTOCROSS - G.I.M.C., Bash by the Beach, Lihue, Kauai. Info: 808/828-0202.

• KANSAS HARE SCRAMBLES - Forward Motion, Kansas Hare Scrambles Series, Santa Fe Trails Cycle Park, Carbondale. Info: 913/836-9171.

KENTUCKY MOTOCROSS - KTMXA/West KY. Motocrross/BSR, Lowes. Info: 502/674-5525.

MASSACHUSETTS TURKEY RUN - NETRA, Chilly Chili, Plympton. Info: 203/875-5757.

NORTH CAROLINA MOTOCROSS - American Moto-X Circuit/Dirt World Promotions, Dirt World Challenge, Gillburg Moto-X Park, Henderson. Info: 919/554-4467.

• NORTH CAROLINA MOTOCROSS - Wilkes Co. MX & Ponderosa MX, Fall Series, Wilkes Co. Moto-X Park, Lenoir. Info: 704/758-4342.

OKLAHOMA MOTOCROSS - RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA MOTOCROSS - Jeff Kilgore/Alan Andreu, State LIne Series - Rnd 2, Low Country Motocross, Hardeeville. Info: 803/784-2408.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Swan MX Park, Tyler. Info: 817/282-0408.

Nov 28-29

NEVADA/CALIFORNIA DUAL SPORT - AMA/D-37/Team Dual Dogs, Iron Dog 1000, Las Vegas. Info: 818/701-1913.

Wed, Nov 30

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 2-4

• ILLINOIS ARENACROSS - AMA/Mike Kidd Promotions, National Arenacross Series, Metro Centre, Rockford. Info: 817/626-7297.

OHIO INDOOR MOTOCROSS - AMA/Action Sports Promotions, Inc., Fairgrounds Coliseum, Columbus. Info: 614/ 594-6686.

Dec 3-4

CALIFORNIA ROAD RACE - CMRRA, 50-80cc GP season finale, Lake Perris Raceway, Perris. Info: 909/674-2007.

CALFORNIA GRAND PRIX - Prospectors/D-37, California Grand Prix 1994, Hungry Valley SVRA, Gorman. Info: 818/332-1573.

FLORIDA HARE SCRAMBLES - Florida Trail Riders/The Suncoast Trail Blazers, Reddick. Info: 813/784-5587.

Sat, Dec 3

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Rnd 5, Perris Raceway, Perris. Info: 909/943-3302.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Saturday Motocross, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CALIFORNIA MOTOCROSS - D-36/Redneck Roosters, M.C., Pot of Gold Series - Rnd 2, Carnegie Park, Tracy. Info: 209/862-0754.

CALIFORNIA SHORT TRACK - Barn Burner Series, indoor mini bike, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA ARENACROSS - ASA Arenacross, San Bernardino Co. Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

Sun, Dec. 4

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474 or 619/673-1560.

• CALIFORNIA SUPERCROSS - CMA, Sandhill Ranch, Brentwood. Info: 510/828-3753.

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Rnd 3, Metcalf M/C Park, San Jose. Info: 408/238-8208 or 415/578-8678.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 4, Tulare Cycle Park, Tulare. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB, Edwards. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - SSC, Winter Warm-up Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

• CALIFORNIA MOTOCROSS - CMC/Jack Azevedo, Oatfield MX, Turlock. Info: 209/667-7109, 524-1432.

CALIFORNIA GRAN PRIX - Sajn Diego County Sports Committee, Inc/D-38/FRT, Rudolph's Revenge Desert Gran Prix, El Centro. Info: 619/427-5759.

FLORIDA MOTOCROSS - South Florida Motocross Winter Warm-up, Florida Mini-Cycle C'ship Series, Orlando MX Park, Orlando. Info: 407/568-2271.

• GEORGIA SUPERCROSS - TNT, Carlton. Info: 803/348-3372.

• LOUISASIANA SHORT TRACK - Outlaw Racing, Swampland Raceway, Grand Prairie. Info: 318/363-3734.

MASSACHUSETTS TURKEY RUN - NETRA, Toys for Tots, Plymouth. Info: 203/875-5757.

• MEXICO MOTOCROSS - Too Much Fun Promotions. Cantamar Beach, Rosarito. Info: (01 1-52-661) 22525.

• NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C, SDR Raceway, Harpursville. Info: 607/723-2387 or 693-6234.

NORTH CAROLINA MOTOCROSS - American Motocross Circuit/Dirt World Promotions, Dirt World Challenge, Montrose Moto-X Park, Raeford. Info: 919/544-4467.

OKLAHOMA MOTOCROSS, RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

SOUTH CAROLINA HARE SCRAMBLES - SE&TRA, Catfish Stomp HS, Elgin. Info: 803/788-0495.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

TEXAS VINTAGE MOTOCROSS - Texas Vintage Racing Club, Burleson MX Park, Burleson. Info: 817/282-0408.

Wed, Dec 7

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 9-10

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Optimist Club of Cockeysville, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

Dec 10-11

LOUISIANA SPORT TOURING - Honda Sport Touring Association, Celebrate Cajun Christmas, Chicot State Park, Bayuo Chicot. Info: 504/486-0624.

• WASHINGTON SPEEDWAY & FLAT TRACK - M.D.K.R.A., Clark County Fairgrounds, Battleground. Info: 503/666-2342.

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Reddick, Florida
January 10-12
Ocala, Florida

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TROPHY SERIES WHEN & WHERE

December 4	Edwards AFB	MX
December 11	LACR	GP
December 18	LACR	MX

Win a 1995 Kawasaki Ride From
Thousand Oaks
KTM • YAMAHA • KAWASAKI
(805) 497-3765
To The Following Classes:
Pee Wee • 60cc*** • 80cc**
250-Beg., Nov.** • 125-Beg., Nov.**
Jr., Vet.-Beg., Nov., Int., Exp**
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* Yamaha Ride ** Yamaha or Kawasaki Ride
***Kawasaki Ride
Big Bikes Have Option of KTM Ride.
All Bikes Subject to Availability

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5 Foot
1st Pl. Series Trophy
4 Foot
2nd Pl. Series Trophy
3 Foot
3rd Pl. Series Trophy
(All Classes With 5 or More Riders Qualify)

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Simi Valley
HONDA
(805) 526-4122 (818) 702-0662
To The Following Classes:
80 - Beg., 7-11, 12-13, 14-16
125 - Beg., Nov., Int., Exp.
250* - Beg., Nov., Int., Exp.
Vet. - Beg., Nov., Int., Exp.
Win a 1995 Honda Ride, Get A Bike at Cost Plus Parts at 30% Off Retail For The Entire Year Of 1995.
*Subject to Availability

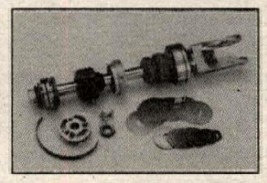
Entry Fees
Mail - $25.00 Post - $30.00
CRC Info (805) 272-8889

1995 CRC Membership Available

Mail Entry To:
California Racing Club
37045 Ran Dr.,
Palmdale, CA 93550

Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice. He is holding a three day seminar on the east and west coast, you can't afford to miss it.



Subjects Covered: Dirt & Pavement
▲ Suspension Theory & Tuning
▲ Springs, Fluids & Valving Theory
▲ Damping & Leverage Ratio Curves
▲ Hands-on Experience
(You'll receive a suspension manual and certificate of completion)

West Coast: January 28th-30th / East Coast: March 18th-20th Tuition: $495.00

PAUL THEDE'S RACE TECH
Limited seating available!
CALL NOW 909-594-7755
3227 Producer Way, #127, Pomona, CA 91768 FAX 909 594-6682

Riding over your head? You're out of your mind!

Honda CR Parts • Dirt Track Parts
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GARVIS HONDA TOWN
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We accept most major credit cards

TULARE CYCLE PARK
Tulare, CA Event Calendar (209) 685-0503

Sat., Dec. 3	Open M.X. Practice
Sun., Dec. 4	Round 4 CMA/O'Neal USA Central CA MX Series
Sat., Dec. 10	Open M.X. Practice
Sun., Dec., 11	Round 5 CMA/O'Neal USA Central CA MX Series

All Events Motorcycles Only
M.X. Practice 10 a.m. to 3 p.m.

- Best of the West Series Points
- AMA Sanctioned/D/37 Points
- Free Camping/No Campfires
- Spark Arrestor & Green Stickers Required
- Quad Riders must be 16 or older
- Deadman switch required on Quads
- Minors accompanied by parent or legal guardian to enter race
- Absolutely No Play Riding
- Trophies/Participation Pins
- Team Race offering Purse +75% payback (one bike & two riders 1½ hr race.)

DISTRICT 37 AMA COMPETITION

"NEW LOCATION" AMA
PROSPECTORS M/C
PRESENTS

The 9th Annual 1994 California Grand Prix
Hungry Valley S.V.R.A. - (Gorman)

9 mile course with a 1.2 mile, professionally groomed motocross course.
Over night camping allowed.
$5.00 Per vehicle gate fee, all weekend.
Gate hours 5:30am to 10:00pm

9th ANNUAL PROSPECTORS M/C

SATURDAY, DEC. 3RD

8:00	Unclassified
9:15	Quads
10:30	Senior/Super Senior/Magnum
11:45	Vet. Expert/Amateur
1:00	Vet. Novice/Beginner
2:30	Team Race (On Bike & Two Riders)

SUNDAY, DEC. 4TH

8:30	Kids Ride (12 years & Under/0-80cc)
9:00	Mini's
10:00	Vintage/Classic/Sidehack Dual Sport, Stock & Converted
11:15	Open (251cc & up) All
12:30	Women & 0-175cc
1:45	250cc All

Desert Distributing Co., Inc.
KTM of Mojave
T-n-T Motorsports
Engine Dynamics
John Burr Cycles
Cycle Service Racing
KTM
Honda
Yamaha/Kawasaki/Polaris of Covina
Toyota
Farmers Insurance Group
Kathy D. Hopkins, Ins. Agency
Sorudne Publications
Rescue 3
Nationwide Cycle
Suzuki

Post Entry:	$40 (except Unclassified, Team Race and Kids Ride)
Unclassified:	$21
Team Race:	$50 (includes both riders)
Kids Ride:	$12

Information: Mike Ragian **(818)344-8151** or George Skove **(818) 332-1573**

We're Looking for a Few Good Men and Women to Fill this Hat.

Become a California Motorcycle Training Instructor. It's a rewarding part-time job for qualified individuals.

Both novice and experienced rider training courses are offered by this California Highway Patrol administered program.

To qualify as instructors, candidates must successfully pass a three-weekend instructor preparation course.

If you're interested in this opportunity, call the California Motorcyclist Safety Program and ask for Tanya at: (415) 323-6777.

STARWEST SUPERCROSS PARK
Moreno Valley, CA
NOW! OPEN RIDING & PRACTICE 3 TIMES A WEEK

TUESDAY 9AM-2PM & 4PM-10PM
THURSDAY 4PM-10PM
SATURDAY 9AM-1PM
Racing Saturday Night!
Located 3 Miles East Of I-215 On Ramona Expwy At The Lake Perris Fairgrounds
For More Info (909) 943-4535

WIN

A BRAND NEW 883 FLAT TRACK RACER REPLICA!

FAST, CUSTOM PAINT, PARTS, STREET LEGAL COLLECTORS ITEM

PROCEEDS TO BENEFIT INJURED RACER #65
JASON FLETCHER - 1993 883 FLAT TRACK CHAMPION
$10.00 per entry - Drawing Daytona Bike Week 1995
Winner need not be present
Under the auspices of The Clayton Foundation, Moroney's H-D

MORONEY'S HARLEY-DAVIDSON RACING

Send ck/money order to:
The Clayton Foundation
2201 Cherry Avenue
Long Beach, CA 90806

Name: _____
Address: _____
City/State/Zip: _____
Telephone: _____

Further information: 310-427-7433 or 1-800-243-8645

KTM MOTORCYCLES
Oakland Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
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UPS Daily

DISTRICT 37 AMA COMPETITION

District #37 Referee
Jesse Ellico
(818) 303-1177
Or For Race Info Only (310) 376-1329

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Nov. 26	District 37 Location: Means Dry Lake (Lucerne) to Stoddard (Slash X Cafe). Info: Jeff (714) 778-3674	Hare & Hound
Dec. 3/4	Prospectors M.C. Location: Gorman Info: George (818) 332-1573	Gran Prix
Dec., 11	Dirt Diggers M.C. Location: Red Mountain Info: Tom (909) 883-5259	Hare Scrambles
Jan., 8 1995	Jackrabbits M.C. Location: Red Mountain Info: Dan (310) 647-7939	Hare & Hound

Dual Sport Schedule Info (818) 249-2141

Date	Club	Event
Nov. 25/26	LA -Barstow-Vegas Start Day 1: Dick Allens, Newhall Start Day 2: Holiday Inn, Barstow Info: (818) 249-2141	Dual Sport
Nov. 28/29	Team Dual Dogs: "Iron Dog 1000" Start: Las Vegas, NV Info: Damon (818) 701-1913	Dual Sport
Dec., 11	Team Dual Dogs: "Cajon Mtn. 200" Start: Mt. Motorsports, Ontario Info: Damon (818) 701-1913	Dual Sport
Jan., 7-8 1995	Team Dual Dogs Start: Palm Springs Info Damon (818) 701-1913	Dual Sport

$$ CASH PAID $$
USED STREET BIKES
BERT'S MOTORCYCLES
818-334-1288 / 818-334-2926

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Sat, Dec 10

• ALABAMA ARENACROSS - Troy Miller MX Promotions, Columbiana Civic Center, Columbiana. Info: 205/663-0963.

CALIFORNIA FLAT TRACK - W.S.D.R.A., Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Super Saturday Dealer Series - Final, Perris Raceway, Perris. Info: 909/943-3302.

• CALIFORNIA ARENACROSS - USA Arenacross, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

• IDAHO SHORT TRACK - Owyhee Motorcycle Club, Canyon County Fair Building, Caldwell. Info: 208/384-5512.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

Sun, Dec 11

• ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/376-7905.

ARIZONA MOTOCROSS - AHRMA, Cal•Zona Winter Series - Rnd 2, Thrasherland. Info: 602/966-0101.

CALIFORNIA MARATHON - San Jose Fairgrounds, San Jose. Info: 408/295-6906.

CALIFORNIA MARATHONS - Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - AMA/D-36/Danny Magoo Racing, Pot of Gold - Rnd 3, "E" Street Bridge, Marysville. Info: 209/862-0754.

CALIFORNIA DUAL SPORT - AMA/D-37/Team Dual Dogs, 3rd Annual Cajon Mountain 200, Mountain Motorsports, Ontario. Info: 818/701-1913.

CALIFORNIA GRAND PRIX - SRA, Years End G.P., Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA GRAND PRIX - Racing Enterprises, Christmas G.P., Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, Merry Christmas G.P., L.A. County Raceway, Palmdale. Info: 805.272-8889.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 5, Tulare Cycle Park, Tulare. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA OBSERVED TRIALS - AMA/ATA/VOTE, Final Round, San Gabriel. Info: 909/882-9853.

CALIFORNIA HARE SCRAMBLES - Dirt Diggers M.C., 8th Annual, Red Mountain. Info: 909/883-5259.

• CALIFORNIA MOTOCROSS - CMC/Jack Azevedo, Hollister Hills OHV Park, Hollister. Info: 209/667-7109, 524-1432.

• FLORIDA MOTOCROSS - Motocross of Marion County, Reddick. Info: 904/591-2050 or 591-2377.

• FLORIDA ROAD RACE - AMA/CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394 or 622-1400.

GEORGIA HARE SCRAMBLES - SE&TRA, Santa Claus HS, Cochran. Info: 706/468-1328.

• GEORGIA SUPERCROSS - TNT, Carlton. Info: 803/348-3372.

GEORGIA MOTOCROSS - Wings & Wheels, Bremen MX, Bremen. Info: 404/944-8464.

• GEORGIA MOTOCROSS - Dixie Motorcycle Sports, Hillbilly Hills, Roberta. Info: 912/788-0413.

KANSAS HARE SCRAMBLES - K.O.R.R., 2-man, 2-hr., Green Acres MX Park, Marion. Info: 316/636-5113.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Gardnersville. Info: 606/472-3442.

• NEW YORK MOTOCROSS - North County Riders Assn., Deer Ridge Raceway, Canton. Info: 315/265-6042.

• NORTH CAROLINA MOTOCROSS - Wilkes County MX/Ponderosa MX Fall Series, Wilkes County, Lenoir. Info: 704/758-4342.

• NORTH CAROLINA MOTOCROSS - AMA/Elizabeth City Motorcycle Club, Elizabeth City MX Track/Competition Park, Elizabeth Clty. Info: 804/548-1052.

OHIO HARE SCRAMBLES - Sunset Ramblers, Galion. Info: 419/562-6931.

OKLAHOMA MOTOCROSS, RBH, Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

TENNESSEE POKER RUNS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

• TENNESSEE MOTOCROSS - Dallas Ricker Complex, Northeast Tennessee Raceway, Greeneville. Info: 615/234-0772.

• TEXAS MOTOCROSS - A&S Racing, 273 Raceway, Bonham. Info: 903/583-7628.

• SOUTH CAROLINA MOTOCROSS - Jeff Kilgoer, Low Country Motocross, Hardeeville. Info: 803/784-2408.

Wed, Dec 14

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Dec 17-18

CALIFORNIA ROAD RACE - Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

• WASHINGTON SPEEDWAY & FLAT TRACK - M.D.K.R.A., Clark County Fairgrounds, Battleground. Info: 503/666-2342.

Sat, Dec 17

• CALIFORNIA MOTOCROSS - GFI Racing, Super Saturday, Perris Raceway, Perris. Info: 909/943-3302.

CALIFORNIA SHORT TRACK - Barn Burner Series, indoor mini bike, San Jose Fairgrounds, San Jose. Info: 408/295-6906.

• CALIFORNIA MOTOCROSS - Racing Enterprises, Final race of the season, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - WSDRA, Championship, Willow Springs Raceway, Rosamond. Info: 818/360-6258.

• CALIFORNIA ARENACROSS - USA Arenacross, San Bernardino County Fairgrounds, Victorville. Info: 619/245-6111.

GEORGIA MOTOCROSS - Thunder Creek Motocross, High Falls. Info: 912/994-6630.

IOWA FLAT TRACK - Iowa State Fairgrounds, Pioneeer Racing Pavilion, Des Moines. Info: 515/265-6439 or 515/289-2140.

MARYLAND SHORT TRACK - Baltimore County Trail Riders/Optimist Club of Cockeysville, Timonium State Fairgrounds, Timonium. Info: 410/661-MOTO.

Sun, Dec 18

• ALASKA ICE RACE - Aurora Racing Inc., Klondike Inn, Big Lake. Info: 907/376-7905.

• CALIFORNIA MOTOCROSS - Motowest Racing/CMA, Hi-Point Series - Final Rnd, Hollister Hills GP Track, Hollister. Info: 408/238-8208 or 415/578-8678.

• CALIFORNIA MOTOCROSS - CMA, O'Neal USA Central California Series - Rnd 6/Series Finale, Little Okie Raceway, Madera. Info: 209/673-8080 or 805/832-1955.

CALIFORNIA MOTOCROSS - AMA/D-36/Danny Magoo Racing, "E" Street Bridge, Marysville. Info: 916/367-2818.

CALIFORNIA GRAND PRIX - CRC, Trophy Series, L.A. County Raceway, Palmdale. Info: 805.272-8889.

• CALIFORNIA CROSS COUNTRY MARATHON - Greg Scheid and Associates Racing, Santa Clara County Off Road Park, San Jose. Info: 408/972-8063.

• CALIFORNIA MOTOCROSS - SSC, Winter Warm-up Series, Castaic Lake MX, Castaic. Info: 805/294-0020.

FLORIDA MOTOCROSS - Florida Dealer's Super Challenge, Florida Mini-Cycle C'ship Series FInale, Orlando MX Park, Orlando. Info: 407/568-2271.

• GEORGIA SUPERCROSS - TNT, Carlton. Info: 803/348-3372.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

HELP WANTED

Accessory Sales
Immediate opening for cycle enthusiast to sell H-D parts and accessories. Lots of new easy to sell products in stock. No experience necessary, but a good attitude and professional image is. Benefit package. Apply in person at: Los Angeles Harley Davidson, 13300 Paramount Blvd., South Gate, California 90280. CA. (244-47)

Sales & Marketing Manager
DG Performance is seeking a sales marketing manager to run our sales & advertising department. Must be experienced and knowledgeable in the industry. Mail resume to: DG Performance, 1230 La Loma Circle, Anaheim, CA 92806. No phone calls please. CA. (245-TFN)

Looking for Road Racing
Mechanic (experience needed) to take care of Supersport and Superbike for serious AMA National team. Call Todd (708) 513-1915. IL. (345-48)

BMW Technician
25 year established dealership needs serious BMW tech. or serious wanna be. Suzuki and Kawasaki also. Send resume to: Dave, Portland Motorcycle, 1133 SE 82, Portland, OR 97216. (503) 255-5787. OR. (345-47)

MX Mech. Needed
Rush resume to: 2424 E. 21st, Suite 400, Tulsa, OK 74114. OK. (345-47)

Savvy Technician Needed
For Honda, Kawasaki, Suzuki. Strong electrical background. Minimum 5 years experience. Top wages and benefits for right person. Come to beautiful Colorado. Send resumes to: Fay Meyers Motor Co., Attention: Richard, 2015 West Alameda, Denver, Colorado, 80223. CO. (245-47)

H-D/BMW of Green Bay welcomes experienced workers, sales parts and accessory, especially service people. Exceptional wages, benefits, will pay half of your travel cost to come check us out. Qualified? Call Ken McCoy. (800) 236-1729. WI. (245-TFN)

Harley Parts Manager
Do you have (a) ability to takeover supervision of computerized 150k parts department, (b) an eye for arranging/keeping showroom floor sharp, (c) an understanding of the importance of satisfying customers, (d) "clean" and dependable performance history and (e) at least 3 years experience? If so, your future with us could be very rewarding. We are a well established after-market Harley-Davidson custom shop located in the San Fernando Valley, CA. Fax resume to Albert M. at (818) 348-9116. CA. (244-50/EOI)

NEED SMART PEOPLE now! Parts, sales and service. Cole Bros. Inc., Suzuki, Tigershark, Polaris. Make money now. (818) 980-3715. CA. (246-TFN)

Harley
Licensed products sales rep. opening also. Retail sales and promotions mgr. for AMA National events. Fax 1(800) 368-4387. MO. (346-48)

Work on your Suntan!
Modern, expanding, south Florida Harley dealer needs service technicians. MMI graduate and PHD certification a plus. Contact Ed Carrera. (305) 235-4023. FL. (146-47)

Salesperson
Established Honda-Kawasaki-Yamaha-Sea-Doo dealer in Daytona Beach, seeking an aggressive salesperson experienced in motorcycle, ATV, and personal watercraft sales. Excellent benefits and wages. Immediate opening, fax resume to (904) 253-6796. FL. (246-47)

Assistant Service Manager
Large multi-line motorcycle, watercraft dealer. Excellent customer skills, dealer experience required. Immediate opening. Fax resume to (904) 253-6796. FL. (246-47)

Experienced Technician
Needed for large well established Honda Kawasaki Yamaha Sea-Doo dealer in Daytona Beach. Motorcycle & watercraft experience a must. Excellent pay & benefits, pay wage based on experience. Fax resume to (904) 253-6796. FL. (246-47)

Sales Person
So. Florida multi-line dealership Honda, Yamaha, Suzuki, Kawasaki, Sea-Doo all under one roof. Excellent pay scale salary plus commission, year round employment, excellent working conditions, benefits, will help with moving expenses. Send resume to (407) 683-1877 or mail to Cycles of Palm Beach, 2353 N. Military Trail, West Palm Beach, FL 33409, phone # (407) 683-1642. FL. (246-47)

Journeyman Mechanic Wanted
Experience and references required. Good salary plus benefits. Jim & Jims Yamaha of Santa Rosa, 910 Santa Rosa Avenue, Santa Rosa, CA. Contact Ruth Chambers. (707) 528-1114. CA. (346-48)

WANTED: Good experienced mechanic. Small shop needs a good man that can perform all phases of repairs. Pleasant small town next to university, lakes, etc. Call Mr. Delaney. (803) 882-6787 daytime, (803) 882-0357 evening. (346-47)

Experienced Technician
Fastest growing Suzuki, Polaris dealer, year round employment, motorcycle, ATV, watercraft. Call Ali (805) 254-2929. CA. (347-49)

★ Inside Sales Representative ★
Axo Sport America is seeking a motivated sales representative to manage an exisiting territory. Fax resume to (805) 257-9428. Attn: Sales Department. CA. (247)

★★★ Sales ★★★
Looking for a change, no shirt, no tie, need aggressive sales people to sell motorcycle and watercraft for U.S. largest motorcycle dealership. Tons of ups, excellent gross potential of 80k+ a year. Apply in person, see Rick. Bert's Motorcycle Mall, 900 West Foothill Blvd., Azusa, Calif. CA. (246-47)

Watercraft Tech
Needed for multi-line dealer. Must have proven track record with high performance results. Call Jeff for more info. (904) 732-8531. FL. (147)

Service Technician
Needed for Honda Kawasaki Yamaha dealership. Clean, air conditioned work place. Wages based on experience. Call (800) 777-0214. TX. (347-50)

Mechanic Wanted
Up to $20 per hour in sunny Florida. Minimum 5 years experience. Work year round. Established 13 years, multi-line dealership Yamaha, Kawasaki, Suzuki Sea-Doo. Fax resume to (813) 676-4286 or call (813) 676-2245. FL. (347)

Service Technician Needed
Full time mechanic needed for busy service dept. in small mountain town. Experience a must in any or all of the following: M/Cs, ATVs, PWCs, smbls. Position is permanent and immediate. Please send or fax resume to: 219 W. Hwy. 50, Gunnison, CO 81230, fax # (303) 641-3162 or phone # (303) 641-0889. CO. (347-49)

MECHANIC "WRENCH" for amatuer racer. Confidential to "Racers": 27636 Ynez Road L-7 #161, Temecula, CA 92591. CA. (347)

SALES MANAGER, must be experienced in F&I and Lightspeed. Potential gen. mgr. The largest dealer in Orange County. Fax resume to Sab (714) 859-7660. CA. (247)

Tourism Agent Wanted
Partner wanted for conducting dual sport tours in the French Carribean, Martinique. This beautiful country has some of the best dual sporting in the world. 011 (596) 65-00-17 or Fax 011 (596) 65-00-38. (347-48)

Technicians & Race Technicians
Looking for a change? Large Kawasaki dealer in Texas needs experienced shop mechanics. Also racing service tech. Call Jack ★(713) 472-3694. TX. (347-49)

POSITION WANTED

2-Stroke Tuner
Seeking position in an AZ, CA, FL shop or with rider. Also will tune watercraft. Will fax resume upon request. Greg (414) 887-8047. WI. (146-47)

HONDA TECHNICIAN needs work until 5/95, have electronic schooling, 20 years experience, motorcycle, snowmobile, ATV, watercraft, west coast. Call (509) 662-9274. WA. (146-47)

LOOKING FOR ENTRY level position in suspension or engine hop up shop. Have basic experience and tools. Want to learn. Leave message for Paul (310) 828-4124. CA. (147-48)

BUSINESS OPPORTUNITIES

Motorcycle Shop
For sale. Approximately 3,000 square feet of rented space. Well established business, excellent opportunity. Illness forces sale. All offers considered. (813) 239-2925. FL. (344-47)

Personal Watercraft Business For Sale
Full-service retail personal watercraft business for sale. Includes complete inventory of parts, accessories, tools and equipment along with exclusive products. Over 1,000 active customers. Prefer to sell as on-going business, however, will sell in part. Serious inquiries only. (214) 530-6768 or fax (214) 530-5305. (245-48)

SMALL FRANCHISED m/c dealership, N.Fla., only 45k. 57660 Kimberly Lane, Slidell, LA 70460 info. FL. (346-47)

MOTORCYCLE PARTS and service. Established 10 years, excellent Arizona location. $23,500 buys equipment and inventory. Grossed over $70,000, could be more. (602) 836-1946 or (602) 836-0349. AZ. (346-47)

Dealership For Sale
Suzuki, Kawasaki dealership in midwest. Turn key operation. All inventory, tools, furniture and fixtures included. Must sell. $100,000. (712) 328-0544. IA. (147-49)

COLLECTORS

Harley Stuff, Garage Sale
1955 pan shovel basket, two frames, lots of parts, not stock, $3,000. 1977 XLCR stock, stored many years, nice, $5,500. Also 1967 Ducati Sebring - not 100% stock but mint, $1,200. Morris mag wheels 19" and 16" new. Kawasaki centers $300 pair. 1970 Moto Guzzi 750 Ambassador stock, G.C., $1,200. 1972 Triumph Boneville basket $350. (716) 538-2842. NY. (147/C)

Vintage MX Tires
For early CR125 & CR250 Elsinores. I have a limited quantity of N.O.S. Bridgestone knobby rear tires. These are the correct tires for your restoration. 3.75 x 18M8 for 1974 CR125s, & 4.25 x18 M8 for 1974 CR250s in original wrapper. $100 each. Mark (714) 630-5474. CA. (346-49/C)

Wntd: Gary Jones Yamaha Fiberglass
'73 - '74 MX gas tank, 360 Yamaha Webco head, Champion or Redline MX frame for Yamaha 360. Cash waiting. Call Kevin. (310) 218-0930. CA. (340-48/C)

Bultaco Parts
Books and t-shirts. Lynn Mobley Mon-Sat (702) 267-2103. NV. (337-02/C)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1 (800) 833-3778. CA. (235-TFN/C)

Yankee Parts
We have what you need for that Yankee Classic. Also supply of rolling Can Am Sonic 500 parts. All parts brand new stored 20 years. Please call, ask for Joel. (716) 436-3820. NY. (143-50/C)

1971 Rickman Weslake BSA
Blue $6,995. (818) 573-1254. CA. (147-49/C/P)

Wanted 1974 Red Frame CZ
Also grey Amal grips, stock on 1966 Triumph model line. (818) 880-6878. CA. (344-47/C)

1971 BSA B50MX. All the best stuff. Vintage race ready. $2,200. (814) 778-5897. PA. (345-47/C)

HUSQVARNA 250 and 360 parts. 1972 to 1975. Lots of stuff at reasonable prices. (203) 572-7252. CT. (345-47/C)

CCM WORKS SHOCK Elsinore front end, fresh motor, AHRMA legal. Have all original parts. $4,000. Matt, weekdays (408) 394-6294. CA. (346-47/C)

Sachs Dealer Inventory
N.O.S. in multiples. Worth thousands retail. Lost storage hence $2,500. Vic Hyde, Rt 1, Box 287H, Hawthorne, FL 32640. (904) 481-2020. FL. (346-47/C)

DUNSTALL HEADERS GS550 GS850 Yamaha triple $100. Rear sets GS550 GS750 $40. GS550 GS750 front fender $15. Dunstall 1/2 fairing square head light type no wind shield $30 plus shipping. Peter (916) 546-7661. CA. (346-47/C)

HONDA 1970-71 CL350 N.O.S. parts. Seat and both side covers, candy apple red. Mint. (602) 759-8964. AZ. (346-47/C)

Bultaco
Wanted Bultaco motorcycles, basket cases, and N.O.S. parts inventories. (601) 366-5810. MS. (346-49/C)

1964 Triumph T100
Show bike, lots of chrome, runs perfect $3,000. (818) 573-1254. CA. (147-49/C/P)

1974 ELSINORE 250; 0 hours on restoration, DG bars and pipe, Works shocks, Trick aluminum triple clamps, porting and head mods, polished wheels, immaculate condition, ready to race or show, powder coated frame. Call Tim Nash $3,000. (909) 590-0383. CA. (346-47/C)

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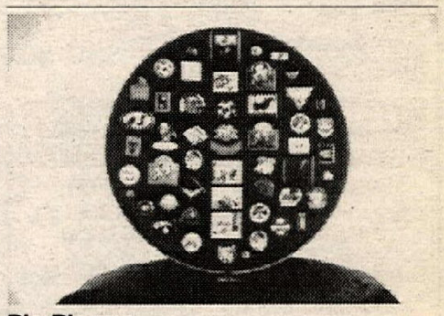

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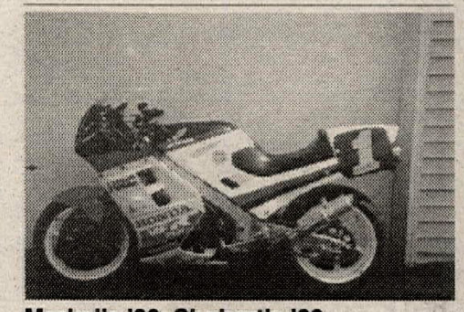

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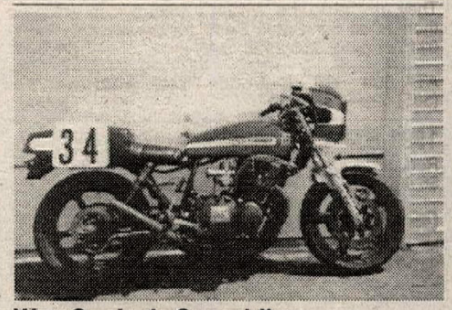

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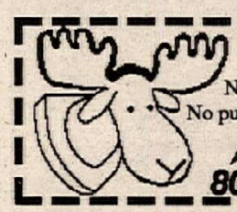

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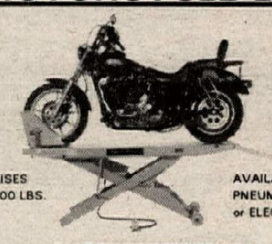

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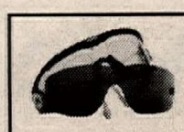

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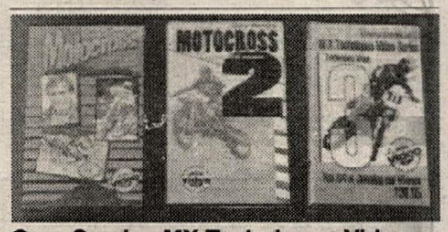

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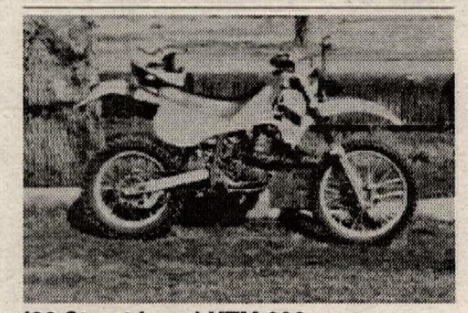

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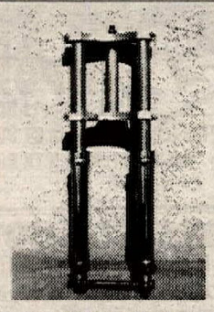

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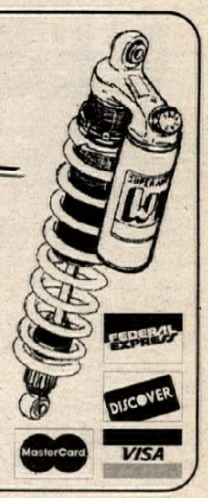

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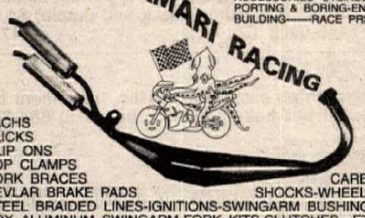

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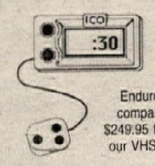

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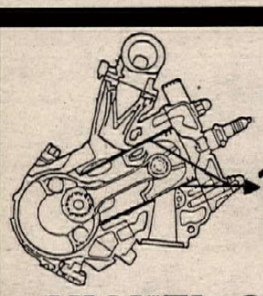

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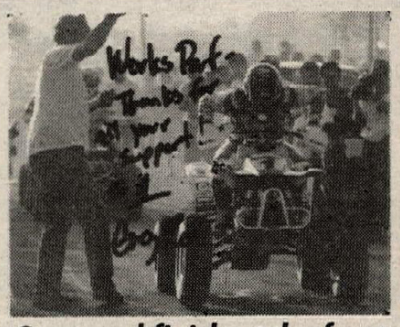

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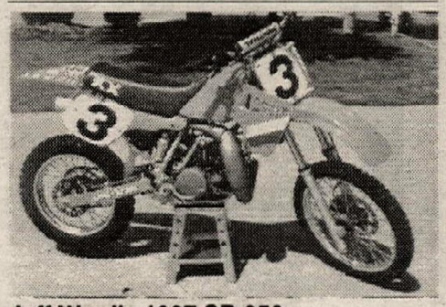

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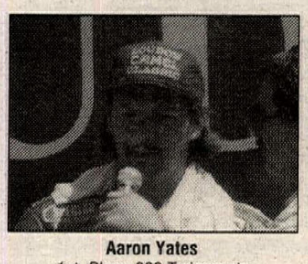

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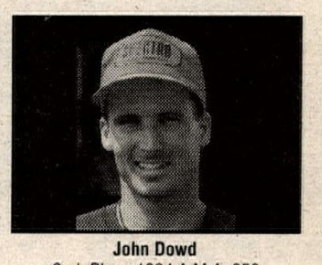

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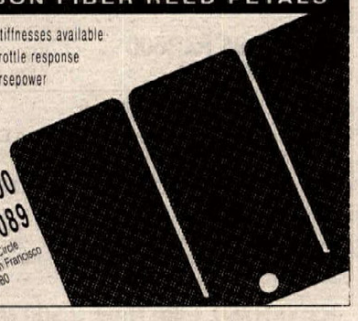

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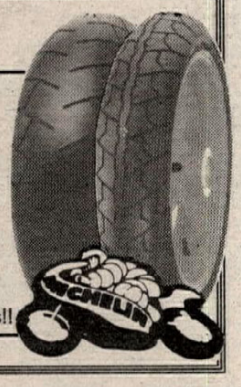

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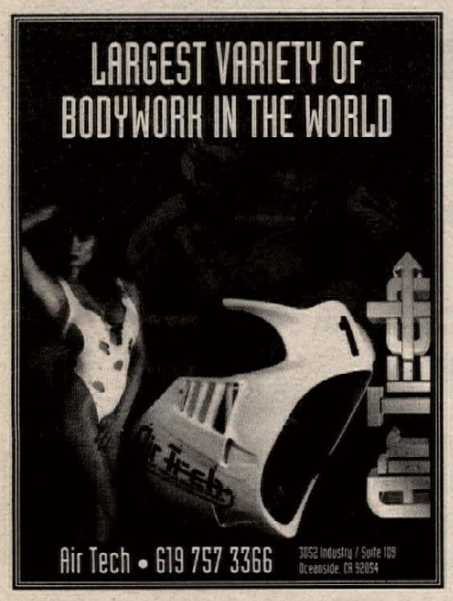

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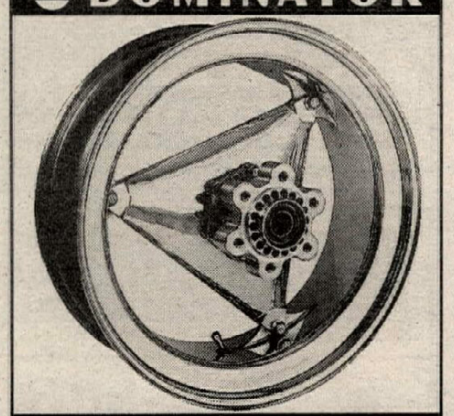

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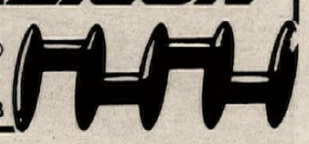

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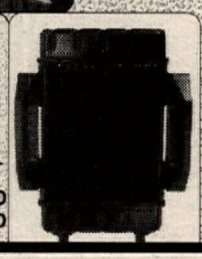

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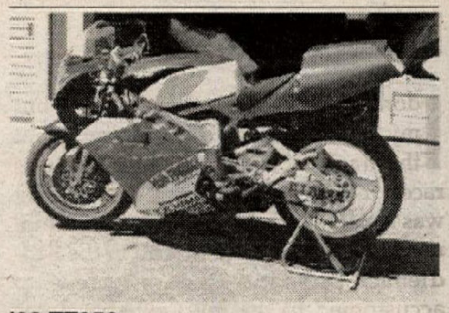

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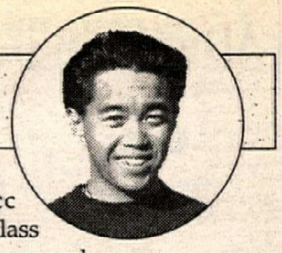
CBR600F2 & 900RR parts, '91-'95, misc. bodywork & tanks, whole motors and parts, forks, rims, all miscellaneous. (203) 667-8547. (347)

VFR 750 WANTED: '93 white uppers, have: '92 motor, carbs, bodywork. (203) 667-8547. (347)

TURN FOUR

By Donn Maeda



I don't actually remember any of it, but my father tells me that I grew up at the track. Both of my older brothers raced motocross and, back then, racing was a full-blown family affair. My mom used to set up a portable crib in the Saddleback pits, and I guess I grew up accustomed to the loud exhaust notes that the Bultacos, CZs, Maicos and - eventually - Hondas, that my two brothers raced throughout the late sixties and seventies.

One thing that I do remember are the long hours that my father and brothers spent working on their motorcycles. Back then, bikes weren't good enough to be raced stock, and backyard tuners were plentiful. If my brothers could have been paid a dollar for every time their bikes blew up, I honestly believe they would now be millionaires.

I'm now 26 years old, and the first motorcycle I ever owned was a 1987 Honda CR250. Though my father offered several times to take to that CR's cylinder with a porting tool, I declined time and time again. "Bikes nowadays are good," I would say. "Not like those turds Ross and Jon used to race."

Here at *Cycle News*, there are several vintage motocross enthusiasts, who - by my own admission - are the brunt of much harassment and ridicule. Week in and week out, they race machines that are nearly as old, or older than myself. "Get a real bike," I'd say to them. "Those piles belong in a museum, not on a track."

I just couldn't see how racing a completely obsolete machine could be any fun. They obviously don't handle well - the thick leather weight-lifting belt that Terry Pratt wears while he rides is proof of that! And how fast could they be? Surely a 20-year-old motorcycle can't compare to the power-valved, case-inducted engines of today.

How fun could it be racing your bike on Sunday, and having to fix the broken engine mounts, spokes, crank cases and fenders throughout the following week? Vintage racers must buy duct tape, safety wire and WD-40 by the case. Oh, and let's not forget about the extra spark

plugs. Getting one of those fossils to carburet cleanly must be an impossibility.

Then it happened.

I was sort of forced into going vintage racing. Just like that. Bob Harvell of Rainbow MX Park in Pala, California, invited me to enjoy an all-expense-paid afternoon of vintage racing at his racetrack. I had no excuses: no "modern" races in which to compete, no Nationals to cover, and no lawns to mow. Besides, how could I turn him down? The *Cycle News* testing staff has been living at the track in recent months, and even Paul Carruthers has turned into a double-jumping fool. To turn down such an invitation would have been rude. The bike would be supplied and delivered at the track - all I had to do was show up with my riding gear. A retro factory rider, if you would.

The night before the race was different than most. No pre-race pasta carbo loading. No early bed time. No intensive goggle prep. As a matter of fact, I ate a steak for dinner, stayed out late, and didn't even wash my riding gear.

I overslept the next morning, but I still made it with plenty of time to spare. At the track, I must admit that a hint of a smile crept over my face as I viewed my mount for the day - a 1974 Honda CR125 Elsinore. "This bike is 20 years old," I thought. "I'm only six years older." Though it was two decades old, the little silver bike was in admirable condition - better, in fact, than some modern bikes that you see. Owner Keith Lynas informed me that the bike was basically stock, since "heavily modified stuff usually becomes undependable."

Practice was fun, but mostly because I was able to chase down and roost the *Cycle News* "vintage regulars" with relative ease. Passing Mr. Pratt was absolutely mandatory - the roost thrown at me from his Triumph Trackmaster made me want to pull off the track and cry. Now I know why he has "Give it up" inscribed on that belt of his.

Though I adapted to the short travel and low seat height of the Elsinore rather quickly, I still wasn't sure if I was enjoying myself entirely. I had, however, managed to scare myself silly several times, mostly because of the dated drum brakes. (I don't think I'll ever complain about spongy-feeling disc brakes again.) On one occasion, though, the rear brake worked a little too good. I cut a corner particularly tight and snagged the brake pedal on a rut. The bike came to a sudden halt and I was spit over the bars instantly. Gads, a crash on a vintage bike. What had I been reduced to?

The power was actually pretty good, though I never did figure out what those funny fins on the engine cylinder were. Low end was non-existent, but once on the pipe, the motor packed a decent punch. The clutch even held up under heavy abuse.

But was I having a good time? I still wasn't sure.

The 125cc Intermediate class would be run second in the eight-race program, and as I lined up for my first moto I took a good look at my competition. Most of my opponents were also Elsinore-mounted, though there was a pretty good looking Husqvarna lined up to my left. "I wonder if these guys are fast?" I thought. "Maybe I should have worn some old jeans, so that I'd blend in if I get smoked."

At the snap of the rubber band (that's right - rubber band), my instincts took over and I found myself racing towards the first turn with no rivals. Had I jumped the gun? No, a look back assured me that the rest were following - I was leading! Okay, maybe this vintage stuff is okay after all.

Suddenly, the Elsinore felt like a works bike. I could do no wrong. I was transformed into that good-looking kid with the long hair. What was his name? Marty Smith? Yeah, that's it, Marty Smith.

When the checkered flag came out, I had a sizable lead, and an even bigger smile on my face. *Now* I was having fun.

In between motos, I checked the bike for cracks on the frame, broken spokes and leaky fork seals. None. I had ridden the bike as hard as I possibly could, and there were absolutely no signs of wear and tear.

The second moto was a carbon copy of the first, and I ended the day with a new outlook on the sport of vintage motocross. Sure, the bikes are old and slow, but you can ride them much closer to their potential than you can a modern-day MXer. Sure, they don't handle that well, but the tracks are usually a lot smoother at vintage events. Sure, the brakes don't work, but neither do anyone else's.

On the way home, my wife asked me an interesting question. "You say that you had a good time now," she said. "But would you still think so if you had gotten smoked?"

"I think so," I replied.

"Vintage motocross has soul." CN

LOOKING BACK...

25 YEARS AGO...
December 9, 1969

Fifteen-hundred riders took part in the 1969 running of the Barstow-to-Vegas desert race, but no one did it better than **J.N. Roberts**. After taking the lead 15 miles from the start, Roberts went on to tally his second straight win in the famous hare and hound, topping **Gene Smith** and **Steve Kirk** in the overall results... Some 20,000 spectators turned out in Westlake Village, California, to watch **Arne Kring** race his Husqvarna to victory in the Inter-Am round. Kring managed to beat **Ake Johnsson** and **Gary Bailey**. The 250cc Sportsman class at the Inter-Am was won by **David Aldana** over **Brad Lackey**... **Mark Brelsford** won his third straight main event on the indoor short track in San Jose, California... Estimated motorcycle registration numbers from 1969 had California leading the way with 447,600 registered motorcycles; Ohio (132,600) and Pennsylvania (125,720) were ranked second and third with the District of Columbia bringing up the rear with 3150 motorcycles registered there...Female motorcycle racer **Debbie Sanders** was featured in an interview titled: Debbie Sanders - A Dainty But Daring Racer... **Evel Knievel** held a press conference to tell the world that **George Hamilton** would portray him in the upcoming movie of Knievel's life titled, "Color Me Lucky."

15 YEARS AGO...
December 5, 1979

Road racer **Mike Baldwin** was featured on the cover of Issue #47 in full flight on a Kawasaki. Baldwin was interviewed from his hospital bed where he was recovering from a broken wrist and leg after crashing at the Loudon National. Baldwin announced in the interview, "I know I will race again." A promise that he kept... 1980 model **KTM** off-road bikes were featured, with the 420 MC leading the way... **Johnny O'Mara** was the top rider as Amateurs were given the opportunity to compete on the Anaheim Supercross track. O'Mara won the 125cc class, topping **Mike Brown** and **Ricky Johnson**... A practice day was held for what would be the first-ever Superbikers' event at Carlsbad Raceway. Among those who practiced were **Kent Howerton**, **Eddie Lawson**, **Mike Kidd** and **Larry Roeseler**.

5 YEARS AGO...
November 29, 1989

Team Green's **Larry Roeseler**, **Danny LaPorte** and **Ted Hunnicutt** won the Baja 1000 in La Paz, Baja California, Mexico, beating the second-place team of **Darryl Folks**, **Danny Hamel** and **Scott Morris** by just six and a half minutes... The final round of the AMA National Championship Hare Scrambles Series went to **Keith Johnson**, but the championship fell to second-place finisher **Scott Plessinger**... Texan **Doug Polen** became the first rider to win the All-Japan TT F-1 and F-3 Championships in the same year... Australian **Rob Phillis** gave Kawasaki its first win in the World Superbike Series by finishing second and third in the two legs of the Australian round at Oran Park near Sydney. Aussies **Peter Goddard** and **Michael Dowson** won the two races, but Phillis' consistency gave him the overall win... CN

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